HISTORIC RESOURCES OF ACADIA NATIONAL PARK MULTIPLE PROPERTY LISTING

Hancock and Knox Counties, Maine

June 2005

NPS Form 10-900-b
(Revised March 1992)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

_X_ New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Acadia National Park Multiple Property Listing

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographic area, and chronological period for each.)

1. Community Development and the Origins of Acadia National Park
Themes: village improvement movement, land conservation in the Northeast, Hancock County Trustees of Public Reservations
Geographical area: Acadia National Park, Maine
Chronological period: 1890–1937

2. J.D. Rockefeller, Jr. and the Development of the National Park System
Themes: philanthropy and conservation
Geographical area: Acadia National Park, Maine
Chronological period: 1913–1958

3. Rustic Design
Themes: landscape architecture, architecture, engineering, picturesque and rustic design styles, park development
Geographical area: Acadia National Park, Maine
Chronological period: 1890-1958
a. Sub-theme: the Picturesque Style (1890-1950)
b. Sub-theme: the Rustic Design of the National Park System (1916-1958)

C. Form Prepared by

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Organization: National Park Service **Date:** June 2001, revised June 2005
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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth is 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

_____ _____
Signature and title of certifying official Date

_____ _____
State or Federal agency and bureau Date

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register

_____ _____
Signature of the Keeper Date of Action

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E. Statement of Historic Contexts

Introduction

Acadia National Park was the first national park established east of the Mississippi. Created in 1916, its mission is to protect and preserve outstanding scenic, natural, scientific and cultural values for present and future generations, and to provide programs and opportunities for non-consumptive, resource-based recreation and education.[1]

Unlike many of the western parks created out of sparsely inhabited wilderness, Acadia's boundaries were superimposed over a complex mosaic of donated lands with extant landscape features. These characteristics–dispersed lands and highly constructed features–both defined Acadia and shaped its subsequent development. The Mount Desert Island region was occupied by Native Americans at least seasonally for several thousand years prior to the arrival of Europeans in the seventeenth century. The Wabanaki lived in small camps mainly along the coast, gathering shellfish and other foods. With the arrival of Europeans, small homesteads, farms, orchards and hayfields dotted the landscape. The dense forests were harvested for timber for shipbuilding, and several island quarry sites produced high-quality granite for export. In the mid-nineteenth century, the island was discovered by artists from the Hudson River School, which led to an influx of summer "rusticators." By the end of the century, the island had become a favored destination of America's financial and intellectual elite from the Northeastern cities. Many built summer cottages on the eastern half of the island in the villages of Bar Harbor, Northeast Harbor, and Seal Harbor.

Beginning in 1880, civic efforts to protect and provide public access to the natural topography laid the groundwork for the creation of the park. Local village improvement associations and societies created and maintained an elaborate network of picturesque, well-crafted trails, a system later placed under the protection of the Hancock County Trustees. Later initiatives by philanthropist John D. Rockefeller, Jr. added other significant resources to the park, including the carriage road and motor road systems. Design and construction projects funded by the federal government, especially the programs of the New Deal, continued to provide public facilities compatible with the natural environment as expressed through a rustic design vocabulary. Although the park developed slowly over a long period of time, and with substantial private involvement, the physical expressions of design on the land are a harmonious mix of local materials, engineering and subtlety.

[1] Acadia National Park, 1992 *General Management Plan*, iii.

This multiple property documentation form provides a framework for a comprehensive group of historic contexts related to Acadia's history and physical evolution.[2] The following themes have been identified for inclusion:

Precontact Settlement and Use
Historic Settlement of Mount Desert Island and Surrounding Islands
The Summer Colony
Military Development on Mount Desert Island and Schoodic Peninsula
Community Development and the Origins of Acadia National Park
John D. Rockefeller, Jr. and the National Park Service
Rustic Design

In the future additional themes may be identified and developed. Associations related to individuals significant in the park's development will be considered. An Ethnographic Overview and Assessment, scheduled for completion in 2005, will assist in the identification of possible traditional cultural properties

Three historic contexts are included as part of this document. They are: Community Development and the Origins of Acadia National Park (1890 - 1937), John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958), and Rustic Design (1890-1958). The latter includes two sub-themes: The Picturesque Style (1890-1950), and Rustic Design in the National Park Service (1916-1958). The remaining contexts will be added to the multiple property listing in the future. This document also draws much of its information and framework from the multiple property listing "Historic Park Landscapes in National and State Parks" prepared by Linda McClelland and entered into the National Register in 1995.

Nominations to the National Register will be submitted for resources in the park that 1) are associated with these historic contexts, and 2) meet the registration requirements outlined in Section F. Six historic properties within Acadia National Park are currently listed in the National Register of Historic Places (NR). They include individual properties as well as properties nominated as part of an unrelated multiple property listing "Light Stations of Maine." Of these six properties, only the nomination "Carriage Paths, Bridges, and Gatehouses of Acadia National Park" is related to the contexts in this multiple property listing. A number of other properties have been determined eligible by the National Park Service in consultation with the Maine State Historic Preservation Officer (SHPO) either in the course of completing Section 106 documentation or as part of the NPS List of Classified Structures (LCS) Section 110 effort. All of these properties except Storm Beach cottage

[2] The 1992 GMP recommended a park-wide thematic nomination. The first three themes have been addressed in the "Cultural Land Use Survey of Acadia National Park," prepared by Dr. Stephen J. Hornsby et. al., University

are associated with the context established by the existing multiple property listing "Historic Park Landscapes in National and State Parks" by Linda McClelland and therefore are also eligible under this multiple property listing for Acadia National Park.

Properties currently listed in the National Register of Historic Places include:

- Carriage paths, bridges and gatehouses (entered 11/14/79)
- Islesford historical museum and the Blue Duck ship's store (entered 9/30/80)
- Fernald Point prehistoric site (entered 7/21/78)
- Duck Harbor prehistoric site (entered 1/14/77)
- Baker Island light station (entered 3/14/88); related multiple property listing "Light Stations of Maine"
- Bear Island light station (entered 3/14/88)

Properties located within the park boundary, owned by organizations other than the National Park Service, and listed on the National Register:

- Bass Harbor Head light station (entered 1/21/88)
- Robert Abbe Museum of Stone Age Antiquities at Sieur de Monts Spring (entered 1/19/83)

Historic properties determined eligible in consultation with the Maine State Historic Preservation Officer include:[3]

- Blackwoods campground (6/30/97)
- Seawall campground (7/1/96)
- Sargent Drive (7/1/96)
- Civilian Conservation Corps (CCC) blacksmith shop (7/1/96)
- Mill Field reservoir and dam 7/1/96
- Pretty Marsh picnic area (7/1/96)
- Schoodic Peninsula (9/13/04)
- Motor road system (3/26/93)
- Hiking trails (12/17/01)
- Sieur de Monts Spring Canopy (7/1/96)

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of Maine, 1999.

[3] See correspondence from Earle Shettleworth, SHPO to Terry Savage, NPS July 1, 1996 in response to the "List of Classified Structures."

Under this multiple property listing, the original submission for the carriage roads will be amended to include eligible resources not covered in the initial nomination.

Section E of this document begins with a brief historical overview of the history of Acadia National Park and follows with the three historic context statements presented in chronological order. While these contexts represent distinct themes, they are intertwined in the development of the physical resources at Acadia. For this reason, an historical overview precedes the context statements, both to illustrate the relationship between the three contexts as well as to provide a concise history of the park. In this overview, information that is covered in more detail in the context statements are summarized in a cursory way while historical events such as the 1947 Bar Harbor fire are described because they are not repeated later. The remaining part of Section E presents the three contexts, including the two sub-themes that describe the majority of the built resources at Acadia National Park.

Properties eligible under the context Community Development and the Origins of Acadia National Park are locally significant under National Register Criterion A from 1890, the date the village improvement groups were established, to 1937, when the National Park Service assumed maintenance responsibility for the VIA/VIS trails. This includes the contributions of the village improvement associations and societies, the Hancock County Trustees of Public Reservations, and others in developing public access to the scenery of Mount Desert Island and Schoodic Peninsula that would ultimately lead to the creation of Acadia National Park. The areas of significance for this context include community development, conservation, and recreation.

Properties associated with John D. Rockefeller, Jr. and the Development of the National Park System are nationally significant according to Criterion B for the period 1913 -1958. The period of significance begins with Rockefeller's first work on the carriage road system and ends with the completion of the last segment of the motor road system. The areas of significance for this context include conservation, recreation, and philanthropy.

Properties eligible under the Rustic Design context may be locally or nationally significant as representative of the Picturesque or National Park Service (NPS) design styles, under criteria A and C. The period of significance for the Picturesque Style sub-theme is 1890-1950, including hiking trails developed by the village improvement associations and societies, both carriage roads and motor roads funded by John D. Rockefeller, Jr., and work of the Olmsted Brothers and others. The period of significance for the NPS Rustic Design sub-theme is 1916-1958 for park facilities constructed according to the design standards developed by NPS landscape architects and the New Deal programs prior to 1942. The areas of significance for this context include architecture, conservation, engineering, landscape architecture, recreation, and transportation. In a few instances, as in the construction of the park motor roads, design work completed before 1942 was

delayed by the onset of World War II (WWII) and not implemented until as late as the 1950s. These resources still meet the National Register criteria because they represent individual resources that contribute to the significance of a historic property that was largely constructed more than fifty years ago. If appropriate, Criteria Consideration G will also be applied to properties less than fifty years of age.

Historical Overview

Acadia National Park on Mount Desert Island is located approximately 50 miles east of Bangor, Maine. The park boundaries also encompass smaller islands nearby, as well as a portion of Schoodic Peninsula to the east and portions of Isle Au Haut, southwest of Mount Desert in Knox County. Just over 100 square miles in size, Mount Desert Island was formed from geologically complex depositions and upheavals over millions of years. These processes resulted in the formation of both Mount Desert Island and the Appalachian Mountains, visible on the northern end of the island. Cadillac Mountain, at an elevation of 1,532 feet, is the highest peak on the Atlantic coast of the United States.[4]

Over time, erosion gradually exposed the core of the island, coarse-grained, pink granite. The island was further transformed by the grinding action of glaciers, rounding the mountains and scouring the valleys to form fresh-water lakes and ponds. These glaciers also created Somes Sound, a tidal estuary rich in marine life with fjord-like characteristics. The diverse habitats of the island support an abundance of plant and animal species.

Inhabited seasonally by the Wabanaki, the Mount Desert-Frenchman Bay region was also occupied intermittently by French and English settlers following the exploration of Mount Desert by Samuel Champlain in 1604. However, with the signing of the Treaty of Paris in 1763 and English dominion over the region, many of the native American and Acadia settlers were removed or dispersed. Subsequently many families migrated from southern New England to settle in Maine. Mount Desert Island's newest residents made their living through a combination of farming, lumbering, fishing, and shipbuilding, settling the towns of Mount Desert, Eden (later Bar Harbor), Southwest Harbor and Tremont. In the mid-nineteenth century, the island was "discovered" by artists from the Hudson River School, which led to an influx of summer "rusticators." By the end of the century, it became a favored destination of America's financial and intellectual elite, who sought respite from hot summers in Boston, New York, and Philadelphia. Many built summer cottages on the eastern half of the island in the villages of Bar Harbor, Northeast Harbor, and Seal Harbor. Tourism replaced the island's farming and fishing economy.

[4] William D. Reiley and Roxanne S. Brouse, "Historic Resource Study for the Carriage Road System Acadia National Park Mount Desert Island, Maine," 13.

Local Civic Initiatives and Land Conservation Efforts Set the Stage for Park Development

In the late nineteenth century, several village improvement associations and societies (VIA/VIS) were established on Mount Desert Island, primarily to improve the appearance and function of public areas in and around the villages. In the 1880s, some of the members began constructing walking paths on Mount Desert Island, linking the villages with shoreline and mountain vistas. The village improvement groups established a Joint Path Committee in 1900 to oversee what had become a well-crafted, island-wide trail system. Some of the paths were endowed by the members, receiving commemorative markers and continued funding for maintenance.

Under the leadership of Charles W. Eliot, summer resident and president of Harvard University, the Hancock County Trustees of Public Reservations was chartered in 1903 for the purpose of acquiring parcels of land on the island, mainly to protect the walking paths and scenic vistas. George Buckman Dorr, also a summer resident and an active member of the Bar Harbor VIA, assisted Eliot with efforts to acquire land through donations to the Hancock County Trustees. In 1909, Dorr purchased a small spring in a meadow northeast of Cadillac Mountain. Local architect Fred Savage designed an octagonal structure consisting of concrete arches with a domed tile roof, enabling visitors to view the source of the water. In 1913, the Hancock Trustees controlled over 5,000 acres on Mount Desert and in 1914 Dorr began to lobby the federal government to designate the land as a national park, later suggesting a national monument. By 1916, the Public Lands Commission accepted Dorr's proposal, and on July 8, President Woodrow Wilson authorized Sieur de Monts National Monument, naming George Dorr as custodian. At the time the monument was established, it encompassed 6,634 acres, including four lakes and ten mountains, within a contiguous boundary[5].

Dorr envisioned the newly created monument as a sanctuary for the island's flora and fauna, and as an appropriate haven for scientific research. By 1917, a new tide of enthusiasm for the monument led Dorr to campaign again for national park status. The following year he successfully lobbied for the first appropriation for the monument—$10,000—and recognition of its "national park character"

[5] In 1914 it was understood that Dorr would act as caretaker until appropriations could be granted for the management of the offered lands (the NPS did not officially exist yet). When Secretary of Agriculture Houston objected on the grounds that the government could not accept gratuitous service, Dorr agreed to take a salary of $1 a month. Thus he became custodian when the monument was created in 1916, although he was not officially appointed superintendent until 1919, the year Lafayette National Park was authorized by Congress. Accounts differ on the exact acreage of the original monument. It was given the name of Sieur de Monts, grantee of L'Acadie, a vast area claimed by France in the seventeenth century that encompassed most of northeast North America, but usually referred to as the Canadian Maritimes and eastern Maine.

by supporters. In 1919, largely due to Dorr's efforts, Lafayette National Park was authorized by Congress. [6]

John D. Rockefeller, Jr. and his Carriage Roads

Although Eliot and Dorr were principally responsible for the establishment of the new park, John D. Rockefeller, Jr. made the greatest individual contribution to its physical development. Young Rockefeller, heir to the family fortune and philanthropies, also acquired a love of road building from his father. He began constructing a network of carriage roads at his summer home at Seal Harbor in 1913, and later, on land held by the Hancock Trustees. In 1918, Rockefeller received approval to extend his roads onto park lands. Engaging a cadre of talented architects, landscape architects, and engineers, he supervised construction of a 57-mile system that was regarded as state of the art for its time. The roads were designed to fit the contours of the land and take advantage of scenic vistas. Also part of the network are two noteworthy gatehouses, built in a French Norman Revival style in 1932, and seventeen rustic stone-faced bridges. Completed in 1940, the distinctive features of the carriage roads established the architectural and landscape architectural character of Acadia.

The Motor Road System

While Rockefeller was busy constructing his carriage roads, a debate ensued about allowing automobiles on Mount Desert Island, as a few vocal summer residents sought their prohibition. Seeing their arrival as inevitable, Rockefeller overcame his initial reservations and worked with Dorr and Eliot to control automobile access and thus minimize their impact on the landscape. In a proposal for the construction of additional carriage roads, Rockefeller offered to fund construction of the first park motor road, the Jordan Pond-Eagle Lake segment, which was completed in 1924. Calling on the expertise of the Olmsted Brothers firm and others in the late 1920s, Rockefeller defended the design of what he envisioned as a park-wide system. In a unique collaboration between Rockefeller and the federal government, several segments of what became known as the park loop road were constructed over the next few years. Other segments of the system were designed and constructed through a cooperative agreement between the National Park Service and the U.S. Department of Agriculture, Bureau of Public Roads (BPR). The last segment of the 26.2-mile system, Thunder Hole, was completed in 1958. The motor roads were carefully planned to provide optimal views of island scenery, while seeming to blend into the landscape. This system shares many of the rustic design attributes of the carriage road system, including use of local natural materials on bridges and engineering features.

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[6] Coffin, "Hiking Trails," 233. Arno Cammerer and Thomas C. Vint, "Memorandum on a Development Plan for Lafayette National Park," 1-2. This document is also known as the 1927 master plan.

Early Park Expansion and Development

After the creation of Sieur de Monts National Monument in 1916, George Dorr and others devoted themselves to construction of visitor amenities and acquisition of additional tracts for the new park. Beginning in 1922, Dorr attempted to secure a tract of land on Schoodic Peninsula to add to the park. The donors, who were Francophobes, agreed to give the land on the condition that the name of the park be changed from Lafayette, which they found objectionable. In 1929, Congress passed a law which added the new parcel, and changed the name to Acadia National Park.[7] Although the legislation gave authority to expand the park through donations, it did not establish a permanent park boundary nor did it grant the power to purchase additional land.

By the mid 1920s, the park attracted over 70,000 vacationers each year.[8] In response to the pressures of increased visitation, the National Park Service began to prepare a series of park planning documents. One of the first was the 1927 master plan. Actually a memorandum rather than a set of drawings, this document written by NPS Chief Landscape Engineer Thomas Vint and Assistant Director Arno Cammerer addressed, among other things, the need to augment the park's existing infrastructure with new facilities for camping. The plan also outlined the benefits of Rockefeller's carriage roads, and the proposed Cadillac Mountain motor road. By the end of the 1920s, standardized plans and specifications had been developed by the National Park Service for buildings, road and trail layouts, and other engineered features in the parks. These designs for public facilities were compatible with the local environment and used natural materials, resulting in a distinctive NPS Rustic Design style.

Meanwhile, Dorr continued to expand the boundaries of the park. In 1930, he acquired for the park a 233-acre tract that was originally the site of the Seawall naval radio station, an area he thought well suited for campground purposes. That same year, Rockefeller began the first of many land donations to the park, contributing property around Otter Creek and Upper Hadlock Pond. Rockefeller also made clear his intention to donate several thousand acres of land to the park and complete the Ocean Drive segment of the motor road system, contingent upon removal of an existing naval radio station at Otter Cliffs. Dorr and others succeeded in getting a $250,000 congressional appropriation for the relocation and construction of a new radio station on Schoodic Peninsula, clearing the way for Rockefeller's project. In 1935, Congress passed legislation authorizing the transfer of the newly completed facility from the Department of the Interior to the

[7] Ironically, recent research has suggested that the name "Acadie" derives from a Micmac word rendered in French as "cadie," meaning a gift of land. See Anne Mazlish, ed., "The Acadians, Their Culture and Their Influence on Mount Desert," *The History Journal*, Mount Desert Historical Society, vol. II, 1999, 25-38.
[8] Bruce Jacobson, "Acadia Park Facts," 58.

Navy and it was officially opened that same year.[9] In addition to acquiring parcels for the park from others, Dorr personally sold and donated more than 200 additional acres to the park in the 1930s.

New Deal Programs at Acadia

In addition to the carriage and motor roads, a number of other ambitious construction projects occurred in the 1930s and early 1940s at Acadia as a result of the New Deal programs. Franklin Delano Roosevelt proposed this massive body of legislation in 1933 to combat the effects of the Depression and it was enacted swiftly by Congress. The New Deal legislation included the creation of the Civilian Conservation Corps (CCC), a work force for projects funded by the Emergency Conservation Works Act (ECW). The Federal Emergency Relief Act (FERA) provided for the resettlement of agricultural families from submarginal lands to more productive ones. FERA also made the NPS responsible for developing these submarginal lands into recreation areas, known as Recreational Demonstration Areas (RDAs). Acadia benefited from this legislation, acquiring 8,000 acres under FERA on the western side of Mount Desert Island. Other legislation passed included the Public Works Administration (PWA), a program intended to fund capital improvements such as road construction, and the Works Progress Administration (WPA), enacted in 1935 to provide funding for conservation and recreation development.[10] All of these programs would have a major impact on Acadia's development, fueling one of the largest construction phases in the history of the park.

In 1933, the National Park Service and the ECW established two CCC camps at Acadia, made up of young men between 18 and 25. Camp NP-1 was located at McFarland Hill (the site of the present park administration complex), and NP-2 in Southwest Harbor. Benjamin Breeze, Acadia's landscape architect, took an active role in supervising the work of the CCC. A third state park camp located in nearby Ellsworth, known as Company 1104, was also under the supervision of the National Park Service. In addition to beautifying the state roads leading to the park, this camp also worked on park development projects on Schoodic Peninsula after the U.S. Navy had relocated its radio station there.[11] Most of the facilities on Schoodic Peninsula were constructed between 1933 and 1941, including the naval radio station, the park road, and developed areas at Schoodic Point and Schoodic Head.

Labor and funding provided by the New Deal programs implemented much of the design work completed by Ben Breeze for the campgrounds and other developed areas in the park. As was the case system-wide, NPS campgrounds were designed or reconfigured using the recommendations

[9] Ibid, 23. 49 Stat. 795 enacted August 24, 1935.
[10] Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*, 16.
[11] Ibid, 26.

of E.P. Meinecke, a forest pathologist and expert in compacted soils who visited Acadia in 1934. Bear Brook campground was completed in 1935 and Seawall campground, an RDP, was mostly completed by 1937. Work began at the Blackwoods campground in 1937, but this facility was not opened to the public until 1946. Three picnic areas were also developed as RDPs in 1937: Pretty Marsh, Oak Hill, and Pine Hill.

Acadia's roads and paths also benefited from the New Deal programs. In 1937, the VIA/VIS transferred maintenance responsibility for their paths within park boundaries to the National Park Service. The CCC maintained the existing hiking trails and carefully constructed new ones. CCC labor built fire and truck trails, and built or resurfaced many park roads. Other CCC projects at the park included fire hazard reduction, general landscaping, wildlife census reports, boundary surveys, and seed collection. In addition, several of the maintenance buildings at CCC camps NP-1 and NP-2 were completed between 1939 and 1940.

The World War II Years

With the approach of World War II (WWII), CCC work across the country shifted to civil defense. At Acadia, two radio stations were constructed by the CCC in 1941, one at Seawall and the second on the summit of Cadillac Mountain. These were among the last CCC projects completed at the park, as the last camp, NP-1, was disbanded the following year. Ben Breeze completed the drawings that became part of a 1941 master plan, consistent with design standards developed earlier by NPS Chief Landscape Engineer Thomas Vint. Begun in the 1930s, Breeze's meticulous drawings included all of the developed areas, roads, and visitor facilities. Although many of the 1941 proposals were not implemented, the 1941 plan provided detailed documentation of the design and construction projects completed at the park up to that point.

By 1941, Superintendent Dorr was blind and nearly destitute. In his final years, he sold the office on Park Street to the government for use as park headquarters. He also donated Old Farm, his family's summer home in Bar Harbor.[12] In a 1942 hearing on an appropriations bill for additional park funds, Representative Demaray stated that Dorr had personally contributed over $100,000 in value to the creation and expansion of the park. George Dorr died in 1944 and was succeeded by Benjamin Hadley, his deputy superintendent.

Although there were few alterations to park facilities for the duration of the war, the park did acquire additional tracts of land including portions of Isle Au Haut (1944) and Thompson and Marsh Islands (1945). By early 1947, the National Park Service removed the extant buildings on Thompson Island and established a small picnic area on its eastern shore.

[12] Jacobson, "Acadia Facts," 29.

The Bar Harbor Fire of 1947 and its Aftermath

In October of 1947, Maine suffered one of the worst natural disasters in its history. Fueled by an unusually dry summer, wildfires burned over 205,000 acres, nearly destroying nine towns, and causing millions of dollars in damage throughout the state. The "Bar Harbor Fire" destroyed 17,128 acres on Mount Desert Island, of which approximately 8,750 acres were within park boundaries. Fire fighting forces under NPS and Forest Service supervision included men from nearby communities, the Army Air Forces, the Navy, and students from the University of Maine and Bangor Theological Seminary. Losses of park resources were estimated at $586,125. The information center at Sieur de Monts Spring was among the buildings destroyed. Others included a community house, ranger quarters, and comfort station at Blackwoods campground, the Homan house, and the garage at Storm Beach. A preliminary report of the park's damages by Thomas Allen dated October 29, 1947, listed these buildings, in addition to road and trail signs, log guard rails, and gates.13 Sadly, the fire also consumed most of the plant materials placed by noted landscape designer Beatrix Farrand along Rockefeller's carriage roads. However, the carriage roads proved to be invaluable to the fire-fighting effort, both as a firebreak and as access for vehicles and workers. Rockefeller himself also contributed significantly to the clean-up process, funding one of the two clean-up crews. These efforts concentrated on roadsides and visitor facilities to salvage timber, burn slash, and install soil erosion control measures. Due to the rapid re-growth of vegetation, Superintendent Hadley decided three years later not to carry out a plan of reforestation.14

In the seven years following the fire, motor road construction continued, but only a few new visitor and park support facilities were added. These included a nature center at Sieur de Monts Spring in 1949 and latrines and park support buildings at Seawall (1948 and 1951). Plans were also drafted for a comfort station at the Cadillac Mountain summit (1950), an amphitheater at Blackwoods (1949 -1950), and additional facilities at Sand Beach (1951 - 52). Other buildings were demolished, including George Dorr's home, Old Farm (1951).

Mission 66 and Later Changes

In anticipation of the fiftieth anniversary of the National Park Service in 1966, the agency undertook a major program formally begun in 1956 to upgrade park facilities throughout the system.[15] Much of

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[13] Joyce Butler, *Wildfire Loose: The Week Maine Burned*, 219. *Bar Harbor Times*, Thursday, October 30, 1947,1; "The Fire of '47: Remembering 40 Years Later" Supplement to the Bar Harbor Times. Rieley and Brouse "Carriage Roads," 247. Note that 16 buildings were destroyed in the fire, but there were no specifics given. Preliminary report by Thomas Allen, Rockefeller Archive Center, RG 2, Homes-Seal Harbor, Box 80.
[14] Benjamin L. Hadley, "Healing Acadia's Burn," *National Parks Magazine*, vol. 24, July-Sept., 1950, 83, 86.
[15] While some modernist architecture had been conceived during the war, such as the Jefferson National Expansion Memorial Arch, the Mission 66 program is generally defined by a 10-year special initiative authorized

the Mission 66 design work at Acadia focused on developed areas, in order to add additional restrooms, improve access, or upgrade utilities. Substantial projects were developed for the Echo Lake recreation area and for the new visitor center and parking area at Hulls Cove. At Hulls Cove, Mission 66 work created a new developed area with a large parking lot, spur road connection to the motor road and walkways and stairs to connect to a new visitor center and park headquarters building. The Hulls Cove building was designed by the NPS, Philadelphia Planning and Service Center in 1966 and constructed the following year.[16]
In addition to the Hulls Cove Visitor Center, a number of additions were made to existing facilities in the park, including work on the motor road system, hiking trails, campgrounds, and picnic areas. The BPR completed the last segment of the motor road at Thunder Hole. NPS completed trail rehabilitation, consisting mainly of rerouting and/or paving at Anemone Cave, Otter Cliffs, and elsewhere.[17] New trails were built at Ship Harbor, Thunder Hole, and Beech Mountain, and new parking lots were placed at trailheads. NPS constructed the Seawall campground amphitheater and a second campsite loop at Blackwoods using funds from Mission 66. In 1962, plans and improvements for picnic areas and other facilities included restrooms at Frazer Point, Thompson Island, Bear Brook, and Fabbri, as well as the construction of Harden Farm employee housing. The park improved public access and swimming facilities at Sand Beach (1961) and Echo Lake (1964), as well as completing administration and maintenance facilities, including the maintenance shop (1965) and headquarters building (1968) on McFarland Hill. Other improvements were designed to upgrade utilities and facilities at Seawall and Blackwoods campgrounds, Cadillac Mountain summit, Thompson Island, Frazer Point, Bear Brook, Fabbri, Sand Beach and McFarland Hill. The employee residences at Hardin Farm were also designed during this period.

Aside from the Mission 66 construction projects, the National Park Service also demolished several extant structures at Acadia in the late 1950s and 1960s. Some, such as the outbuildings associated with the Jordan Pond House (dormitory and outbuildings demolished in 1963), predated the park. Others demolished during this period include CCC-era structures such as the bathhouses at Echo Lake (1964), and Lakewood (1968), as well as picnic shelters at Oak Hill and Pine Hill (1963).

The NPS has continued to work to address the needs of park visitors as well as ongoing issues related to deteriorating facilities and occasional natural disasters. In a few instances, important historic features have been lost including the ranger station at Blackwoods (burned 1978), and the Jordan Pond House which burned in 1979 and was rebuilt with a new design in 1982. The historic

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and funded by Congress to construct roads, trails, housing, maintenance and administration facilities and visitor centers in national parks throughout the country between 1956 and 1966. For more information see Sarah Allaback, *Mission 66 Visitor Centers, The History of a Building Type.*

[16] Preliminary design drawing 3135B dated July 1966 and titled "Park Headquarters Building" lists the visitor center design by Biderman, Philadelphia Planning and Service Center.

[17] Margie Coffin, "Hiking Trails," 375.

concession building at the summit of Cadillac Mountain, known as the Cadillac Summit Tavern, was replaced in 1983.

Historically, the fragmented nature of park lands has presented both challenges and opportunities for innovative management of the park resources. The 1992 General Management Plan (GMP) recommended many improvements and studies for the park, including this multiple property submission, that have resulted in improved conditions and a better understanding of the park's historic resources. There are also ongoing collaborative projects with several partners dedicated to the management of Acadia's carriage roads and hiking trails. At the same time, the park continues its stewardship of important natural resources including the dramatic topography of Mount Desert Island, and its natural communities and endangered species. Today, Acadia is visited by over three million people annually and is one of the most popular and beloved parks in the National Park System.

1. COMMUNITY DEVELOPMENT AND THE ORIGINS OF ACADIA NATIONAL PARK (1890-1937)

Civic efforts by private interests to conserve the landscape and provide public access have contributed greatly to the National Park System. The legacy of these efforts is visible on the landscape of Acadia, in its hiking paths, carriage trails, and motor roads. The village improvement movement both transformed the island and laid the foundation for organized land conservation efforts by the Hancock County Trustees. Acadia National Park was mainly established to safeguard the work carried out by these groups.

The Village Improvement Movement

In the mid-nineteenth century, English landscaping theories were translated into American practice by horticulturist Andrew Jackson Downing, leading to the creation of public parks, botanical gardens and nurseries, and agricultural and horticultural societies. A parallel development, known as village improvement, transformed the character and appearance of New England's villages and towns, and constituted the rural legacy of Downing.[18] In a *Horticulturist* editorial in 1849, Downing provided the inspiration, commenting on the "graceless" villages of New England, and calling for "orderly, tasteful and agreeable dwellings and streets."[19]

[18] Cloues, "Village Improvement," 91.
[19] Andrew Jackson Downing, "On the Improvement of Country Villages," *Horticulturist*, June 1849, vol. 3, no. 12, 545.

The village improvement movement was primarily regional, manifesting itself in villages and towns in the Northeast during the second half of the nineteenth century. Its goals combined what people perceived as the most desirable features of urban culture with the best aspects of nature and countryside. Fueled by tourism and an increase in seasonal residency, the roots of the movement came from ad hoc community efforts to improve the "deplorable" conditions of New England villages in the 1800s.[20] As early as 1874, the movement was acknowledged as a parallel development to the urban park movement.[21]

Village improvement groups sought to make enhancements to the landscape of both public places and private areas that were publicly visible. The movement's apparent preoccupation with landscaping was balanced by a regard for usefulness and efficiency, respectability and common decency. These groups were voluntary associations of mainly middle class people, and typically included doctors, lawyers, businessmen, industrialists, shopkeepers, educators, clergy, and farmers. In some places, seasonal residents represented a significant portion of the membership. The organizational structure comprised officers, an executive committee or board, special committees, and a general membership. Funding came primarily from membership dues, donations, and an occasional endowment. Typically, the group's activities focused on beautification, public works, and cultural enrichment. Members usually cooperated effectively with town officials and residents. Streets, sidewalks, cemeteries, and village commons were the primary focus of landscaping efforts. Rows of street trees, the hallmark of the movement, were planted in many New England villages. Additionally, paths, bridges, parks, and reservations also received attention. New landscape features included ornamental fences and gardens, fountains, statues, ornaments, benches, signage, seats, sidewalks, streetlights, and curbs. Some village improvement societies also contributed to the construction and maintenance of schools, libraries, and other civic buildings. Public works projects included waterworks, sewerage systems, storm drainage, and street cleaning.[22]

The Laurel Hill Association (LHA) in Stockbridge, Massachusetts, was the first village improvement association formed in the United States. Founded in 1853 by Mary Hopkins Goodrich, the group was named for a small hill in the middle of the village. The unkempt condition of the village cemetery led to the initial founding of the group. The LHA established standing committees for specific functions, such as planting trees, which were later replaced by district committees. In addition to the cemetery, the LHA soon assumed care of the village green, as well as grading and maintenance of paths, streets and sidewalks. With the association's help, the town slowly transformed Laurel Hill itself from a wilderness preserve into a public park, complete with footpaths and carriage roads.

[20] Cloues, "Village Improvement," 74-79.
[21] A.G. Sedwick, "Village Improvement," *The Nation* 19 (September 1874), 149.
[22] Cloues, "Village Improvement," 75.

The work of the LHA also extended beyond the village. Goodrich funded a pedestrian bridge which was completed posthumously in 1895, linking downtown Stockbridge with scenic points across the Housatonic River. The LHA also assumed the care of paths and other improvements in an outlying scenic reservation known as Ice Glen, donated to the town by wealthy citizen David Dudley Field.

Swelled by publicity and tourism, the movement spread to many towns in New England and elsewhere in the 1870s and 1880s. Several noteworthy landscape architects and engineers published articles about village improvements at Stockbridge and other towns. George E. Waring, Jr., a prominent civil engineer who worked at Central Park with Frederick Law Olmsted, Sr., wrote extensively about public sanitation and village improvement. Others, including landscape architect Charles Eliot and forestry expert Nathaniel H. Egleston, advocated the construction of good roads and footpaths. Charles Eliot, a pioneering landscape architect and protégé of Frederick Law Olmsted, Sr., spent summers on Mount Desert Island as a youth.[23] Alluding to "ugly" villages in Maine and elsewhere, Eliot provided a simple recipe for improving the village appearance, beginning with individual property maintenance and ending with appropriations for roads and bridges. He advocated turning village commons into "outdoor parlors," espousing the value of public footpaths and hilltops. He further stated that proprietors of summer colonies and resort towns, such as Bar Harbor, should consider public accessibility of scenic areas.[24]

Professional architects and designers also participated as members or guest speakers. Boston architect William Ralph Emerson, who completed several commissions on Mount Desert Island, was a guest speaker in Stockbridge at the annual LHA meeting in 1898. He spoke of different methods used in improvement of country towns, cautioning against working "away from the lines of simple beauty."[25]

The village improvement movement reached Mount Desert Island three decades after its beginnings in Stockbridge. The first group, formed in 1881, was the Bar Harbor Village Improvement Association (VIA), later incorporated in 1891. The Northeast Harbor Village Improvement Society (VIS) followed in 1897, the Seal Harbor VIS in 1900, and the Southwest Harbor VIA in 1914. The Somesville VIS was formed in 1914 and incorporated in 1936. All but the Southwest VIA are still

[23] Charles W. Eliot (1834-1926) was president of Harvard University and founder of Hancock County Trustees of Public Reservations (Maine). His son Charles Eliot (1859-1897) was a landscape architect and protégé of F.L. Olmsted, Sr., and one of the founders of Trustees of Reservations (MA). Charles W. Eliot II (1899-1993), grandson of Charles W. Eliot (1834-1926), and nephew of Charles Eliot (1859-1897), was a landscape architect and planner for the National Capital Park and Planning Commission, and also a member of the Hancock County Trustees of Public Reservations.

[24] From Charles W. Eliot, *Charles Eliot, Landscape Architect,* 377-379, reprinted from "Youth's Companion," June 2, 1892.

[25] Cloues, "Village Improvement," 1133.

active. Dues for the Bar Harbor VIA were $1.00 per year, with a lifetime membership costing $25.00.[26] Although many members were summer residents from Boston, Philadelphia, and New York society, these groups also attracted local merchants, doctors, lawyers, and naturalists. Landscape designer Beatrix Farrand, a member of the Bar Harbor VIA, contributed her expertise to village improvement projects, including the design of Bar Harbor's village green in 1905.[27] VIA/VIS groups were dedicated to both preservation and physical improvements that would ultimately improve the quality of public amenities on the island.[28] As in Stockbridge, committees were formed to address specific issues such as sanitation, beautification, road and path maintenance, finances, and entertainment. Although similar in scope and organization to other village improvement groups in New England, those on Mount Desert Island differed in one important respect---they worked together to maintain a network of scenic paths which would later become the nucleus of a national park.

Walking from the villages to mountain summits, coast, and other scenic points of interest on Mount Desert Island was an extremely popular pastime among summer residents. Path committees of village improvement groups benefited from the energy of a number of extraordinary individuals, many of whom served as committee chair or superintendent. Among them were Waldron Bates, Dr. S. Weir Mitchell, John Van Santvoord, Rudolph Brunnow, and Andrew Liscomb.[29] These men completed extensive work on the trail system, such as removing vegetation from existing paths and cutting new trails. The resulting paths exhibited fine craftsmanship and often contained rustic features including stone staircases, flat rock paving, wooden bridges, and benches. The individual village improvement organizations on Mount Desert Island eventually orchestrated their efforts, creating an island-wide system. Beginning in the 1890s, island-wide trail maps were made. These were initially created by Edwin Rand, and later updated by Herbert Jacques, Waldron Bates, and others. Based on these early maps, a greater number of newly created paths were constructed on the eastern side of the island, perhaps corresponding to the higher concentration of summer residents in Bar Harbor, Seal Harbor and Northeast Harbor. A Joint Path Committee was formed by the VIA/VIS in 1900 to maintain the entire system. Several memorial paths named after Bates and others were endowed by members of the village improvement groups and subsequently maintained through a special path fund.

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[26] See Bar Harbor Village Improvement Association annual reports, Jesup Memorial Library, Bar Harbor.
[27] Beatrix Jones Farrand was a summer resident of Bar Harbor, and served on the Bar Harbor VIA road and path committee, and the committee on trees. See also the Bar Harbor VIA annual reports.
[28] A VIS formed in 1905 at Hancock Point, a small village located on the mainland east of Mount Desert Island, was made up exclusively of summer residents by 1920. Although its initial objectives were similar to groups on Mount Desert Island - consisting of beautification, trash disposal, fire prevention, and road maintenance - the primary focus of the group in later years was maintenance of the wharf and tennis court. See Jackson Turner Main, *A History of the Hancock Point Village Improvement Society*, 1993.
[29] Coffin, "Hiking Trails," 59.

The Bar Harbor Village Improvement Association

Writing for *The Atlantic* in 1897, Mary Caroline Robbins referred to the Bar Harbor Village Improvement Association as "typical of the best kind of work of which such an organization is capable."[30] Its constitutional preamble stated its objective to make improvements that would both beautify and be for the "convenience" of the village. However, despite the emphasis on aesthetics, the group's influence extended beyond beautification of the village. The Bar Harbor VIA also concerned itself with issues related to public safety and welfare. Recommendations were made to the selectmen, board of health, and other town officials. The VIA worked to clear surrounding forests of deadwood and underbrush to prevent forest fires, installed drinking fountains, and cleaned up rubbish. Concerned with isolated cases of typhoid fever and cholera, the VIA also worked with town government on sanitation issues including the quality of the milk supply, proper disposal of waste, and monitoring the town's water quality. Rooms at local hotels and boarding houses were paid for by the Sanitary Committee to care for ailing visitors and summer workers, as there was no hospital on the island. Local doctors provided home medical care to injured visitors and workers free of charge. The new town "lockup" was given a poured concrete floor in 1895, courtesy of the Bar Harbor VIA. Glen Mary park, donated to the VIA in 1895, was maintained for use by the town's residents.

The attention given to these issues notwithstanding, substantial improvement efforts in Bar Harbor, as in Stockbridge, were concerned with beautification. In addition to construction of foot and bicycle paths and carriage roads, the Bar Harbor VIA planted shade trees, maintained the cemetery, streets, and sidewalks, and landscaped the village green.[31]

In New England, the elm-shaded, landscaped village of the 1890s had replaced Downing's "graceless village" of mid-century. By the turn of the century, landscape improvements begun in previous decades were complete and the vegetation sufficiently mature to reflect its intended effect. Thus, the Laurel Hill Association and many other groups ceased making improvements, and instead focused on maintaining improvements made decades earlier. At the same time, village improvement was being superceded by civic improvement. Emerging from the 1893 Colombian Exhibition and the City Beautiful movement, the emphasis of civic improvement was on comprehensive planning, professionalism, and government intervention. Unlike village improvement, its ideals were urban and not pastoral. Ironically, several VIAs tacitly acknowledged the trend by turning to professionals for advice. The LHA retained the Olmsted firm in 1913 to prepare a master

[30] Mary Caroline Robbins, "Village Improvement Societies," *The Atlantic* (February 1897), 220.
[31] Information on Bar Harbor VIA activities obtained from the organization's annual reports, 1890-1905.

plan for landscaping in the village of Stockbridge.[32] Decades earlier, F.L. Olmsted, Sr. had advocated that villages adopt a comprehensive plan and not conduct any improvements unless they were consistent with the aims of the plan. This call for comprehensive planning would foreshadow civic improvement, a movement characterized by professional expertise and planning using the Twentieth Century City as a model.[33]

The Northeast Harbor VIA also retained the services of the Olmsted firm in 1928-1929 for a proposed shore road and waterfront park, which was never implemented. Although village improvement groups continued to function, civic improvement had eclipsed the movement, becoming institutionalized in cities and towns by the early twentieth century.[34]

Land Conservation in the Northeast

Early land conservation efforts in New England and the Northeast were a combination of grass-roots attempts at both managing and preserving noteworthy scenery threatened by the encroachment of urban development and deforestation. By the late nineteenth century, more than one third of the American population lived in an urban environment, removed from any semblance of nature or wilderness. A number of conservation groups interested in preserving noteworthy scenery were established around the country, many of them in the Northeast. In Massachusetts, the Appalachian Mountain Club was established in 1876, followed by the Trustees of Reservations in 1891. In the 1880s and 1890s, the state of New York set aside several scenic reservations including Niagara Falls, Adirondack Forest Preserve, and Palisades Interstate Park (in New York and New Jersey).

Historian Richard Judd speaks of a powerful new thrust in the American conservation movement predicated on recreational rather than utilitarian concepts of land use, and Romantic visions of wilderness. In recreational travel, upper class urban dwellers displayed an appreciation for natural scenery, followed by the middle class. A summer trade evolved with powerful political advocates. This was true in the Northeast, including the coast of Maine. Between 1879 and 1909, investments in Maine summer resorts increased from $500,000 to $139 million, and tourist industry revenues rose from $250,000 to $20 million.[35]

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[32] This was not the Olmsted firm's first commission in Stockbridge. F.L. Olmsted, Sr. designed the grounds of David Dudley Field's estate between 1865 and 1870.
[33] Frederick Law Olmsted, "Village Improvement," *Atlantic*, 1904, 801, 803. This article is from an unpublished manuscript written about 20 years earlier, with an introduction by his son, Frederick Law Olmsted, Jr. Also see "The Twentieth Century City," 1901 Convention Proceedings, The American League for Civic Improvement, *The Home Florist*, Vol. IV, no. 4, Oct. 1901.
[34] For additional information and sources on civic improvement see Cloues, "Village Improvement," 1131, 1043.
[35] Richard W. Judd, *Common Lands, Common People*, 197-199.

In the late-nineteenth century, there was a significant increase in the number of summer visitors coming to Bar Harbor and Mount Desert Island. In 1870, the only means of reaching the island was by stage from Bangor or by steamboat twice a week from Portland. In the early 1880s, boats began running daily during the summer; in 1884, the Maine Central Railroad connected a line to the Mount Desert Ferry. Within four years, arrivals and departures to and from the island nearly tripled. By 1887, rail carried over 15,000 passengers to Mount Desert Island with another 10,000 arriving by steamship.[36]

The island itself was facing increased pressure from development. Bar Harbor soon rivaled Newport as a favored playground for the wealthy, many of whom built elaborate summer "cottages" on choice oceanfront parcels. A land boom and bust cycle in the late 1880s had developers, such as the Mount Desert and Eastern Shore Land Company, offering 500 "choice" lots of less than an acre apiece in a large tract located at the eastern edge of Jordan Pond and Eagle Lake along Cadillac Mountain's western flanks.[37] Against this backdrop of increasing tourism and development, an organization emerged to preserve the natural beauty of Mount Desert Island.

The Hancock County Trustees for Public Reservations

At the dawn of the twentieth century, as noted by landscape architect Warren H. Manning, the acquisition of land for preservation was deemed a worthwhile goal of village improvement groups.[38] In 1895, the Roads and Paths Committee of the Bar Harbor VIA strongly recommended buying and preserving large tracts of island land. Although the primary objective was not land acquisition, a few scattered parcels were donated or purchased by members of the VIA for conservation purposes. These efforts came from the residents' desire to protect and preserve trails and scenic vistas from encroachments by loggers and developers.

Although others on the island had advocated land protection, summer resident Charles W. Eliot was truly the catalyst behind the organized effort to conserve land on Mount Desert. Eliot was a member of a distinguished Boston family, president of Harvard University, and father of the landscape architect and Olmsted partner, Charles Eliot.[39] He has been described as independent, deeply religious, outspoken, curious, and optimistic about the promise of American democracy for all

[36] William Berry Lapham, *Bar Harbor and Mount Desert Island*, 57.
[37] Ruth Ann Hill, *Discovering Old Bar Harbor and Acadia National Park,* 128.
[38] Warren H. Manning, "The History of Village Improvement in the United States," *Craftsman* 5, no. 5 (February 1904), 430-431. Manning appeared to view the village improvement movement as suburban/urban in origin. He did not make any distinction between village and civic improvement. Richard R. Cloues makes a case for the rural origins of village improvement, which differed from the urban-based civic improvement movement that followed. See Cloues, "Village Improvement."
[39] See footnote 23 for a brief biographical sketch of the Eliots.

people. He was one of the few summer visitors who expressed an interest in year-round residents of the island.[40]

Eliot was undoubtedly influenced by his son Charles, who was among the first to recognize the need to preserve Mount Desert Island's dramatic scenery and its abundant wildlife. In 1880, while a student at Harvard, he and his brother Samuel, Edward Lothrup Rand, and ten others, calling themselves the Champlain Society, camped at the east side of Somes Sound for the purpose of studying geology, ornithology, marine invertebrates, meteorology, botany, ichthyology and photography. A secretary of the society, Rand wrote in 1881 of the need to create a reservation to protect the island scenery from development.[41] Nine years later, young Eliot wrote an article in *Garden and Forest*, which outlined a plan for preserving "fine bits of natural scenery near Boston." He goes on to state

> ...only an authority which can disregard township limits can properly select and establish the needed reservations...by an incorporated association...empowered by the State to hold small and well-distributed parcels of land free of taxes...for the use and enjoyment of the public. [42]

As a member of the Council of the Appalachian Club, young Charles Eliot was well positioned to gain a constituency for his cause. While a committee drafted an act of incorporation, Eliot was indefatigable in his lobbying efforts. A hearing was held before the Judiciary Committee of the Massachusetts Senate, which hundreds of supporters attended. The act of incorporation was passed by both houses and approved by Governor William Eustis Russell. Largely due to Eliot's efforts, the Trustees of Public Reservations, composed almost exclusively of Massachusetts's aristocrats, was officially chartered on May 21, 1891. A partner of the Olmsted Brothers firm in Brookline, Eliot also served as landscape architect for the Boston Metropolitan Park System. A prolific writer on regional planning, landscape forestry and vista management, his ideas on land acquisition, management of natural areas, preservation of scenery, and vista management contributed significantly to the development of national and state parks, as well as scenic parks and roadways.[43]

Charles W. Eliot undoubtedly used the Massachusetts Trustees as a model when he founded the Hancock County Trustees for Public Reservations (HCTPR) in 1901, four years after the death of his son. The elder Eliot called together a group of residents made up of scientists, businessmen,

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[40] Jaylene B. Roths, "Charles W. Eliot and John Gilley: Good Hope for Our Island," In *The History Journal of Mount Desert Island*, vol. 1, 3; Judith S. Goldstein, *Tragedies and Triumphs: Charles W. Eliot, George B. Dorr and John D. Rockefeller, Jr. and the Founding of Acadia National Park*, 5.
[41] Rand would later co-author a text with John Redfield, *The Flora of Mount Desert Island, Maine*, in 1894.
[42] Charles W. Eliot, *Charles Eliot: Landscape Architect*, 316, 318.
[43] Linda McClelland, *Building the National Parks*, 51.

and ministers to establish the Trustees for the purpose of acquiring parcels of land on the island, mainly to protect walking paths and scenic vistas. Gifts of land were acquired largely through the efforts of Eliot and George Buckman Dorr, also a summer resident and an active member of the Bar Harbor VIA.

George Bucknam Dorr, scion of a prominent Boston family, found his calling through Charles W. Eliot. A bachelor in his 40s and a Harvard graduate trained to practice law, he led the life of a gentleman scholar. At his summer home on the island, Old Farm, his parents had hosted renowned individuals from America's political, academic, and literary circles.[44] Also an avid horticulturist, Dorr started Mount Desert Nurseries in 1896. As a founding member of the Bar Harbor VIA, Dorr was a veteran trailblazer, although he did not chair the Paths Committee. He had, however, purchased land in the 1890s and constructed public paths for walking, bicycling, and carriage riding. When appointed by Eliot as vice-president of the Trustees, he took on the position with characteristic intensity.

In addition to Eliot and Dorr, the original founders of the Hancock County Trustees included many members from the VIA/VIS and thus were composed of summer residents from the Northeast's elite financial and intellectual circles, as well as local merchants, professionals, and naturalists. Eliot served as president until his death in 1926, when he was succeeded by Luere B. Deasy.[45] Responding to pressure from developers and would-be foresters, the group was chartered to:

> …acquire, by devise, gift or purchase, and to own, arrange, hold, maintain or improve for public use lands in Hancock County, Maine, which by reason of scenic beauty, historical interest, sanitary advantage or other like reasons may become available for such purpose.[46]

In 1903, a special act of the Maine Legislature confirmed the incorporation of the Hancock County Trustees, giving it tax-exempt status. The Trustees received their first gift of land in 1908 from Eliza L. (Mrs. Charles D.) Homans, who gave a large tract above Ocean Drive known locally as the Bowl and the Beehive. Other gifts followed that year from Linda Dows Cooksey and George B. Cooksey. A commemorative marker to Samuel de Champlain, the French explorer who had first named the island, was later erected on the tract donated by trustees of Ms. Cooksey's estate near Seal Harbor. Also in 1908, Dorr facilitated a landmark purchase of the Cadillac Mountain summit, with the financial backing of John S. Kennedy, a banker and railroad magnate from New York. Energized by these acquisitions, Dorr presented a parcel of his own along Bear Brook, on which he had constructed a bicycle path.

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[44] Goldstein, *Tragedies and Triumphs* 11,12.
[45] For a complete listing of incorporators and officers from 1901-1938, see Samuel Eliot, *The Hancock County Trustees for Public Reservations*. Bar Harbor, Maine: privately printed, 1939.

In 1909, George Dorr purchased, on behalf of the Trustees, a spring and surrounding lands that would later be known as Sieur de Monts Spring. He commissioned a spring canopy, employing elements associated with Italian Renaissance architecture, to be built over the spring, carved a nearby granite boulder with the inscription "The Sweet Waters of Acadia" and later had a spring building constructed nearby. As Dorr later stated, the 10-acre tract he named Sieur de Monts Spring was one of the foundation stones of the future park.[47]

Dorr and Eliot worked to acquire as many tracts as they could, both from individuals and from residents who grouped together to buy land to give to the Trustees. By 1913, the Hancock Trustees controlled over 5,000 acres of land on Mount Desert. However, many year-round residents, in particular local merchants, were not in favor of removing large tracts of land from the tax roles. Eliot's mission of conserving the island landscape for its value as a health and pleasure resort was not always compatible with year-round residents' need to engage in development and commerce. Some local residents feared a prohibition of timber harvesting on protected lands, which provided income and fuel through the winter.[48] Although it was the desire of the Trustees not to withdraw land from taxation that could be used for houses or farms, William Sherman, a local merchant in Bar Harbor and representative to the state legislature, attempted to gain support to revoke the group's tax-exempt status.

Hurrying to Augusta, Dorr appealed to his friend John A. Peters of Ellsworth, Speaker of the Maine House of Representatives, to help defeat the bill to annul the charter of the Trustees in 1913.

Inspired by Eliot's initiative, Dorr was now totally committed to the task of preserving the island landscape. Given the Trustees political vulnerability, Dorr sought to have the federal government protect the island from development. Traveling to the capitol, Dorr called for support from such acquaintances as Gifford Pinchot of the Forest Service, Theodore Roosevelt, and others. He attended luncheons, dinners, parties, and picnics. In 1914, both Dorr and Eliot wrote articles about Mount Desert Island that appeared in National Geographic Magazine to heighten public awareness about their cause.[49]

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[46] Eliot, *Hancock County Trustees*, 7-8.
[47] George Bucknam Dorr, *The Story of Acadia National Park*, 20. The gazebo is often referred to as the Sieur de Monts spring canopy.
[48] Lenard E. Brown, *Acadia National Park, Maine, History Basic Data,* 72-73 and Jaylene B. Roths, "Charles W. Eliot and John Gilley: Good Hope for Our Island," *The History Journal of Mount Desert Island*, 18.
[49] Dorr et. al., "The Unique Island of Mount Desert," *National Geographic*, 1914. Charles W. Eliot, "The Need of Conserving Beauty and Freedom of Nature in Modern Life," *National Geographic*, 1914.

In early 1914, several bills were stalled in Congress to establish national parks, so Dorr chose instead to ask that the President proclaim a national monument, which did not require an act of Congress. National monuments, established by proclamation, protect areas important for their history, prehistory, or science.[50] The Public Lands Commission then instructed Dorr to complete thorough title searches. When Dorr informed Eliot that he could not personally bear the brunt of the expenses involved in the title searches, Eliot turned to John D. Rockefeller, Jr. Eliot had a close relationship with the younger man, and served on three of the Rockefeller boards. In 1915, Rockefeller made his first donation, $17,500, but not without expressing some concern. He feared that the burgeoning popularity of the automobile would bring "an undesirable class of tourists" to the island.[51] (Ironically, Rockefeller later provided the vision for a park-wide motor road system.) Despite Rockefeller's initial reluctance, Dorr received money and completed the deed searches.

In 1916, the Public Lands Commission accepted Dorr's proposal. On July 8, President Woodrow Wilson authorized Sieur de Monts National Monument and George Dorr became custodian. In that same year, Dorr formed the Wild Gardens of Acadia, a tax-exempt corporation established to acquire land for public use, and for educational and scientific purposes. He placed his private holdings in the corporation, with the intention of donating them to the monument at a future date.

Dorr devoted much of his personal fortune to acquiring lands that he later donated to the park. Dorr and Eliot shared a vision of both preserving the natural environment and making it accessible for research. Eliot stated that the dedication of the monument would awaken a strong public interest in visiting the park for short periods of time, rather than the entire season. By 1917, a new tide of enthusiasm for the monument led Dorr to campaign again for national park status and in 1919, Lafayette National Park was authorized by Congress.[52]

Dorr's newly found zeal and dedication to land conservation on Mount Desert eventually resulted in his appointment as the first superintendent of Acadia National Park. The Hancock Trustees received 129 separate donations between 1908 and 1930 including tracts on Schoodic Peninsula. The Trustees acquired the Schoodic parcels to preserve the work of John G. Moore, who intended to develop the peninsula as a recreation area in the 1890s. In the 1930s, they turned most of their holdings over to Acadia National Park, with the exception of the George Nixon Black mansion and grounds in Ellsworth, which they continue to maintain.

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[50] Brown, *History Basic Data*, 72-73. George Bucknam Dorr, *The Story of Acadia National Park,* 37-45. Richard West Sellars, *Preserving Nature in the National Parks: A History,* 13.
[51] Judith Goldstein, *Tragedies and Triumphs: Charles W. Eliot, George B. Dorr and John D. Rockefeller, Jr. and the Founding of Acadia National Park,* 19, 22.
[52] Goldstein, *Tragedies and Triumphs*, 25 and Coffin, "Hiking Trails," 233. Cammerer and Vint, "Memorandum."

The transformation of the island landscape into a recreational park began primarily through efforts of the village improvement groups. The network of well-constructed paths linking scenic vistas on the island was now largely under the protection of the Hancock County Trustees. Thus, the stage was set for the creation of the first National Park in the east—Acadia.

2. JOHN D. ROCKEFELLER, JR. AND THE DEVELOPMENT OF THE NATIONAL PARK SYSTEM (1913-1958)

Precedents for Philanthropy and the National Park Service

In the late nineteenth century, philanthropic giving was changing from a straight "alms to the poor" approach to less direct, institutional giving by wealthy individuals. Industrialists Andrew Carnegie and John D. Rockefeller, Sr. were mainly responsible for this change.[53] In 1901, Rockefeller, Sr. advocated establishing foundations and trusts with broadly defined goals for advancement of knowledge and human welfare, including the Carnegie and Rockefeller foundations. Rockefeller, Sr. mainly supported educational, business, and religious institutions. Andrew Carnegie supported parks "in the very front rank of benefactions," as well as libraries, concert halls, museums and educational institutions.[54]

Philanthropic efforts by groups and individuals played a major role in the early development of the National Park System. In 1907, nine years before Congress created the National Park Service and began routinely appropriating funds for park lands, Mr. and Mrs. William Kent donated what became Muir Woods in California, the first of many donations of land and endowments by private individuals. Stephen Mather, the first director of the NPS, contributed much from his personal fortune to the parks. Substantial donations were also made to the NPS by the Mellon, Vanderbilt, and Adams families. Recognizing the importance of private philanthropy, Congress created the National Park Trust Fund Board in 1935 to receive gifts for parks. This body was later replaced by the National Park Foundation in 1967. For more than eighty years, contributions from individuals and groups too numerous to mention have added significantly to park planning, development, management, and interpretation.[55]

[53] Robert H. Bremner, *American Philanthropy*, 111-112.
[54] Andrew Carnegie, "The Gospel of Wealth and Other Timely Essays," 21.
[55] Barry Mackintosh, "Philanthropy and the National Parks," July 1998, 1, 2.

John D. Rockefeller, Jr. and the National Park Service

The contributions made by the Rockefeller family are especially remarkable.[56] John D. Rockefeller, Jr. (1874-1960) continued the philanthropic activities his father had begun. After graduating from Brown University and joining his father at Standard Oil, he began to work closely with Frederick T. Gates, a Baptist minister who was his father's primary philanthropic advisor. By the 1920s, he and other wealthy individuals were redirecting their charitable efforts to projects that interested them.[57] Clearly, a major interest of Rockefeller's was the support of parks and conservation projects. Between 1924 and 1960, he gave over $40 million for state and national parks. In particular, he was certain that expanding the national park system would benefit the nation.[58]

Many parks in the national park system were beneficiaries of Rockefeller's largesse. Young Rockefeller first visited Yellowstone National Park with his father in 1886, when he was twelve years old. In 1924, he visited several western parks and monuments with his sons, including Grand Canyon, Bandelier, Mesa Verde, and Yellowstone. That same year he donated funds for an interpretive center at Mesa Verde through the Laura Spelman Rockefeller Memorial, established in honor of his mother. He also contributed to construction of museums at Yosemite and Yellowstone, a study center at Crater Lake, and "trailside museums" in other parks.[59]

During his 1924 visit to Yellowstone, Rockefeller met Horace M. Albright, then serving two roles as superintendent of the park and assistant director of the National Park Service.[60] Albright later succeeded Stephen Mather as NPS director in 1929. Rockefeller and Albright forged a strong life-long friendship that affected development in Acadia, Yellowstone, and Grand Teton National Parks.

From 1924-1925, Rockefeller sought to improve the condition of roads at Yellowstone, initially funding the clearing of debris by removing downed timber and improving roadside conditions between Mammoth Hot Springs and Obsidian Creek. The project was so successful that he extended funding for another year, giving a total of $50,000. The National Register nomination for Yellowstone National Park states that the roadside work he funded was an important contribution to the improved appearance of the park. Rockefeller also provided leadership for the nationwide

[56] Ibid., 2.
[57] Robert H. Bremner, *American Philanthropy*, 148.
[58] Joseph W. Ernst, *Worthwhile Places: Correspondence of John D. Rockefeller, Jr., and Horace M. Albright*, 4; Robin W. Winks, "The Rockefellers and National Parks," in *Wild Earth*, Summer 1998, 23.
[59] Raymond B. Fosdick, *John D. Rockefeller, Jr. A Portrait*, 307.
[60] Albright was superintendent of Yellowstone from 1919-1929, and assistant director of the NPS from 1916-1929.

Roadside Improvement Program.[61] Within the next few years, nearly $7 million were appropriated and spent on road beautification nationwide, which Albright mainly attributed to Rockefeller's work at Yellowstone.[62]

In 1926, Rockefeller visited Jackson Hole, Wyoming, with his wife Abby and Albright. Rockefeller was enchanted with the Teton Mountains, but expressed concerns about unsightly commercial development on the valley's western side. Albright explained that efforts since 1898 to include the range in Yellowstone National Park had been thwarted, mainly by cattle and dude-ranching interests. In 1927, Rockefeller formed the Snake River Land Company, and began to buy up land in the valley anonymously with the idea of donating it to the National Park Service. According to the National Register nomination for Grand Teton National Park, Rockefeller's actions to promote the park dramatically changed local land use patterns, which were formerly dominated by ranches. Rockefeller removed ranches, motor courts, and other "unsightly" buildings from his land, and preserved and rehabilitated other buildings.[63] These acquisitions, combined with the onset of the Great Depression, spelled the end of dude ranch building in the valley.

When Grand Teton National Park was created in 1929, it was smaller than its proponents had hoped. After Rockefeller's connection was announced publicly, local cattle ranchers and developers convinced Senators Kendrick and Carey from Wyoming to call for a congressional inquiry in 1932. Rockefeller continued to purchase land in Jackson Hole until 1933, acquiring over 30,000 acres and spending $1.5 million.[64] In the following years several unsuccessful attempts were made to get the federal government to accept the lands and add them to the park. Finally, Rockefeller wrote to Secretary of the Interior Harold Ickes, saying that he would sell the land to private purchasers if the government did not act. Because of this pressure, Franklin D. Roosevelt created the Jackson Hole National Monument in 1943. After several more years of political quarreling, the Rockefeller holdings were transferred to the government in 1949. In 1950, a bill was signed by Harry Truman enlarging Grand Teton National Park to include Jackson Hole National Monument. Rockefeller's involvement did not end with creation of the larger park. In the 1950s, Rockefeller contributed additional funds to

[61] Mary Shivers Culpin, "Multiple Property Listing: Historic Resources of Yellowstone National Park," Section F, 16.
[62] Ernst *Worthwhile Places*, 163.
[63] Rockefeller's role in the creation of Grand Teton National Park is discussed within the contexts of tourism and conservation. See Steven F. Mehls and Carol Drake Mehls, "National Register Nomination, Multiple Property Listing, for Grand Teton National Park Historic Resources," Section E, 18 (1988) and Ann Huber and Janene Caywood, "Grand Teton National Park Multiple Property Submission (1997).
[64] Winks, "The Rockefellers," 24.

expand the park and construct three lodges owned by his Grand Teton Lodge Company, including Jackson Lake, Colter Bay, and Jenny Lake.[65]

Rockefeller financed significant conservation measures that benefited other parks. In 1928, he contributed $1.5 million to save Yosemite Valley's outstanding pine forest from logging. He contributed approximately $250,000 to assist with establishment of Shenandoah National Park in 1935, and $5 million to Great Smoky Mountains National Park, established in 1930 but not dedicated until 1940. According to noted national parks scholar Robin Winks, author of "The Rockefellers and National Parks," these projects were an example of Rockefeller's dual agendas to create conservation areas and to promote recreational tourism to lift the standard of living of the region. This linkage of economics and conservation was compatible with the national park ethic that prevailed in the 1930s.[66] In addition to national parks, Rockefeller made donations to state parks and other public areas in California, New York, New Jersey, New Mexico, Ohio, North Carolina, and Kansas.

Rockefeller biographer Raymond Fosdick stated that Acadia, more than any other park bears the marks of Rockefeller's "persistent care and effort."[67] Rockefeller first visited Mount Desert Island in 1908, and in 1910 he purchased a summer home at Seal Harbor and joined the Village Improvement Society. Seven years later he became a member of the Roads and Paths Committee. He was made an officer of the society in 1926.[68]

Although accused by his critics of viewing nature from trains and automobiles and well-manicured paths, Rockefeller was interested in and personally involved with all aspects of Acadia's development. This personal involvement — which included providing the vision for the carriage and motor road systems, selecting designers, and supervising construction — distinguishes his contributions at Acadia from his contributions to other national parks. It is likely that his initial involvement with Acadia was due to his interest in building a carriage road system on the island. Rockefeller made his first donation of $17,500 in 1915 to the proposed Sieur de Monts Monument. The following year he presented a gift of 2,700 acres. By 1924, he had contributed more than $420,000 in land donations and financial support to the park. He made several of these gifts through the Hancock County Trustees. Although his direct giving to the parks had lessened by 1940, he

[65] Mehls and Mehls, "Grand Teton Multiple Property Listing" Section E, 14; Huber and Caywood, "Grand Teton Multiple Property Documentation Form," 45; Winks, "The Rockefellers," 314; Fosdick, "John D. Rockefeller, Jr.," 314.
[66] Winks, "The Rockefellers," 24.
[67] Fosdick, "John D. Rockefeller, Jr.," 305.
[68] Coffin, "Hiking Trails," 234.

continued to be interested in the development of Acadia. His largest land donation to the park—3,825 acres —was made in 1935.

Carriage Roads

Rockefeller's interest in road building can be traced to his father, who constructed a six-mile network of carriage roads at his childhood home, Forest Hill, in Cleveland, Ohio. Young Rockefeller performed some of the maintenance work himself, clearing brush, resurfacing roads, and planting trees at the estate. He later incorporated many of the same design features in carriage roads constructed on his estate at Pocantico Hills, New York. Apparently, this network of roads was not universally admired. One Northeast Harbor, Maine resident described Rockefeller's New York estate as "a huge waffle iron."[69]

However, it was a combination of the technical aspects of construction along with the new challenge of carriage roads on Mount Desert Island that captivated Rockefeller. By all accounts a perfectionist, he "would not be hampered by the precedent of inferior standards."[70] His granddaughter Ann Rockefeller Roberts notes that the carriage roads were a reflection of a hidden passion to work on the land.[71] He began constructing carriage roads on his own and nearby estates on Mount Desert Island in 1913. In 1915, he gained permission to extend his roads onto lands held by the Hancock County Trustees. After these lands were transferred to the newly created Sieur de Monts National Monument in 1916, Rockefeller received permission from Secretary Franklin K. Lane through Superintendent Dorr in 1918 to expand the system into the new park.

One essential element of Rockefeller's success was his ability to surround himself with very talented and capable individuals, and the carriage road project was no exception. Beginning in 1916, construction of roads was supervised by engineer Charles P. Simpson, who was later replaced by his son Paul upon the elder Simpson's retirement. Paul Simpson, with fellow engineer Walters G. Hill, supervised the project through construction of the last carriage road in 1940. Prominent architects including Grosvenor Atterbury, William Welles Bosworth and Charles Stoughton acted as consultants on the project, assisting with the design of the gatehouses, bridges, and other landscape features. All three had worked on the Pocantico estate.[72] For the carriage road planting and vista design, Rockefeller consulted landscape gardener Beatrix Farrand, who also designed the

[69] Both John D. Rockefeller, Sr. and his brother William consulted the Olmsted firm for design expertise in the 1890s after purchasing estates in Tarrytown, NY. See Sargent F. Collier, *The Triumph of George B. Dorr*, 39.
[70] Collier, *George Dorr*, 39.
[71] Ann Rockefeller Roberts, *Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads and Their Creator*, 9.
[72] Two other properties associated with John D. Rockefeller, Jr. are listed in the National Register of Historic Places. They include International House and Founder's Hall, Rockefeller University both in New York, NY. Pocantico Hills, the Rockefeller estate in Westchester, County NY is also listed.

gardens and grounds surrounding his Seal Harbor home, the Eyrie. Local contractors, including A.E. Clement, C.D. Joy, and S.W. Candage, were also employed on the project.[73]

Rockefeller's painstaking attention to detail resulted in carriage roads that were consistently excellent in design and craftsmanship. Rockefeller's architects and engineers employed state of the art road construction technology to complete the system, and its gentle curvature and grades followed the natural topography. The roads exhibited distinctive features such as hand-laid rock, retaining walls, and coping stones for guardrails, known locally as "Rockefeller's teeth."[74]

Rockefeller also oversaw the construction of 16 bridges on carriage roads (one bridge at Bubble Pond was designed later by the NPS). Working with Welles Bosworth, Rockefeller supervised completion of the first ten bridges between 1917 and 1928. Architect Charles Stoughton designed and completed six bridges for Rockefeller from 1929 to 1933. Three of the bridges, Little Harbor Brook, Jordan Stream, and Hadlock Brook, were adapted from the bridge at Swan Lake in Central Park. The distinctive Jordan Pond and Brown Mountain gatehouses, designed by Atterbury in the French Norman Revival style, were completed in 1932.[75]
At its conclusion, the carriage road system on the island was 57 miles long (44 miles are now within park boundaries), and included 17 bridges and 2 gatehouses. Its distinctive features largely established the architectural and landscape architectural character of Acadia. Rockefeller would later use many of the same techniques in the design of the motor road system at Acadia and the road beautification project at Yellowstone. Aside from Rockefeller's involvement, construction of carriage roads was important locally, as it provided year-round income to a number of islanders from 1914 through the Depression.[76]

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[73] Rockefeller's legal interests on Mount Desert Island were handled by attorneys Albert Lynam and Serenus Rodick.

[74] An unsourced typescript report on file at the William Otis Sawtelle Collections and Research Center at Acadia National Park quotes from a letter dated April 26, 1955 from Thomas C. Vint, then Chief of the Division of Design and Construction, to Horace Albright, former Director of the NPS. Vint concluded his discussion of Rockefeller's contribution to Acadia's carriage and motor road systems by stating: "He has a fine sense of location, fitting a road into the landscape. He made use of construction methods that reduced scars, many of which by example were used in other national parks." Further research and documentation of this statement has not been undertaken for the purposes of this nomination. For a detailed description of the carriage road system, see Rieley and Brouse.

[75] Roberts, *Mr. Rockefeller's Roads,* 119. An article on Atterbury's gatehouses appeared in *Architecture* magazine in 1935, see Rieley and Brouse "Carriage Roads", 203. Note that descriptions of the architectural style of the Acadia gatehouses varies, depending on the author, and includes Tudor revival and French Romanesque revival styles in other publications and documents. For the purpose of this multiple property listing, the French Norman Revival style is used to describe the Acadia gatehouses.

[76] Roths, "Eliot and Gilley," 19.

Rockefeller Envisions a Motor Road System for Acadia

The development of roads to increase public access had a direct impact on National Parks, and Acadia was no exception. Shortly after John D. Rockefeller, Jr. began constructing carriage roads on Mount Desert, the new presence of automobiles on the island prompted much discussion about the role of cars in the Acadian landscape. From 1903 to 1913, efforts were made to prohibit automobiles from the island, mainly by summer residents. However, by 1915, they were ubiquitous on the island. Of all the issues related to public access on Mount Desert Island, the use of automobiles proved to be the most divisive. The contentious debate involved the village improvement groups, the Hancock County Trustees, the National Park Service, and various members of Congress for nearly two decades. It also widened the rift between summer and year-round residents of the island.

In 1913, the town of Bar Harbor relented and lifted its ban on cars, followed in 1915 by Seal Harbor and Northeast Harbor. In 1922, the NPS began to assemble information on the need for road construction in the parks in preparation for a major proposal to Congress that would establish a Federal park road program. Predictably, when the NPS Director, Stephen Mather visited Acadia to consult with George Dorr regarding his recommendations for a road from Eagle Lake to the Jordan Pond House and to the summit of Cadillac Mountain, Rockefeller took great interest in the idea. Working closely with National Park Service officials, Rockefeller envisioned a system of motor roads that would both facilitate efficient public use and enjoyment and provide a beautiful and finely constructed road network sited harmoniously with the island landscape.

Although initially against the use of automobiles on the island, Rockefeller eventually saw their arrival as inevitable. Charles W. Eliot, and George Dorr agreed with Rockefeller on this issue. Dorr and Rockefeller thus sought to control the number of access roads to the park and thereby minimized their impact on the landscape. Rockefeller proposed to complete a number of connecting carriage roads, and offered $150,000 for the construction of the first park road for automobiles. He began construction of the first segment of the motor road, the Jordan Pond-Eagle Lake Road, completed in 1924.

A number of notable individuals from the village improvement groups were vocal in their opposition to the construction of additional roads as proposed by Rockefeller, including Pennsylvania Senator George Wharton Pepper, and C. Ledyard Blair of the Bar Harbor VIA. After congressional hearings, Secretary of the Interior Hubert Work agreed to approve Rockefeller's road program. Summer resident Richard W. Hale stated that they were living under "benevolent despotism" when the federal government enforced the decisions and wishes of Rockefeller.[77]

[77] Roths, "Eliot and Gilley," 26.

Assistant Director Arno B. Cammerer and Chief Landscape Architect Thomas C. Vint of the NPS toured Lafayette National Park in 1927. After reviewing the park development plans, which included administration buildings, utilities, roads, camping sites, comfort stations, hotels, and tearooms, he wrote a memorandum to Secretary Work. In it, he stated that normal objections to road construction in pristine wilderness areas did not apply to Acadia, because the landscape had existing wagon roads, and had been logged for years. He went on to note that under national park policies, the area was "subject only to such improvements as will make them reasonably accessible," thereby endorsing Rockefeller's recommendation.[78]

Now a proponent of automobile roads, Rockefeller began to envision an integrated system that would wind through the park, allowing visitors to see its diverse scenery from their vehicles. Although the concept for the first motor road segments began at the initiation of Superintendent George Dorr, Rockefeller seized the idea and personally funded the construction. The Cadillac Mountain Road project, begun in 1929 by the Bureau of Public Roads, as well as the completed section of the Jordan Pond Road prompted Rockefeller to rethink his approach to automobile roads on the island. That summer, he began to formulate his vision for a distinctive motor road system, which he funded, that would create a clear separation of vehicle, pedestrian, and equestrian traffic within the park. To achieve this vision, Rockefeller hired the Kidde Construction Company of New York, with whom he had worked on the Pocantico Hills estate. Shortly thereafter, he engaged the Olmsted Brothers, landscape architects in Brookline, Massachusetts, to address the design of a new entrance road near Sieur de Monts Spring. The concept of separate circulation systems across the same terrain using different routes was patterned after Olmsted, Sr.'s design at Central Park.[79]

Most year-round residents wanted increased automobile access. More than 200 individuals signed a petition to offer their support to the Rockefeller plan.[80] The resource-based economy of the nineteenth century had transformed to service-based and the island residents were increasingly dependent on tourism to earn a living. However, vocal opposition to his road project continued, mainly among summer residents. Stung by the criticism, he decided to withdraw his offer in 1931. Appeals by the NPS and the town of Bar Harbor convinced him to let the offer "lie on the table" for a year.[81]

In the meantime, Rockefeller pursued his plan for the construction of Stanley Brook Road on land he owned at Seal Harbor. He also proposed a continuous road from Cadillac Mountain along the ocean perimeter on the condition that a naval radio station at Otter Cliffs be relocated to Schoodic

[78] Cammerer and Vint, "Memorandum," 31.
[79] Foulds, *Motor Roads,* 10.
[80] Roberts, *Mr. Rockefeller's Roads*, 93.
[81] Foulds, *Motor Roads*, 27.

Peninsula, recently acquired by George Dorr for the park in 1929. Dorr and Rockefeller's lobbying efforts in Washington were successful, and the Navy agreed to move the station, pending construction of an access road and radio station facilities by the NPS at the new site.

In 1933, the road project as proposed by Rockefeller in consultation with the Olmsted firm finally moved forward. The transfer of the naval station to Schoodic was finished in 1935, allowing Rockefeller to complete the extension of one of the most spectacular scenic roads in the park, known as Ocean Drive. In a 1935 letter to Secretary of the Interior Ickes, Rockefeller outlined his willingness to deed lands to the park for completion of his roads project. He stated succinctly:

> The lands that I am now prepared to give total 3835 acres and cost me over $600,000. For their development with roads and the usual other improvements I have already spent at least $500,000. In addition, I have spent for roads built on Park lands roughly $2,000,000. My total expenditure on the project is therefore some $4,000,000.[82]

Rockefeller's contributions to the motor road system at Acadia resulted from two primary roles that were essential to the completion of the network. For many of the earliest road segments, he personally funded design and construction; providing design services of the Olmsted Brothers, landscape architects, and engineering and surveying assistance from carriage road engineers Paul Simpson and Walters Hill, as well as the Kidde Construction Company. With the skillful carriage road construction crew already mobilized on the island, Rockefeller used them to build several motor road segments. When necessary he also assisted with land acquisition through financial backing, donations, and negotiation. Later segments were constructed after 1937 through the interagency agreement between the National Park Service and Bureau of Public Roads. Rockefeller continued his attention to the larger vision by providing design review services himself or through the Olmsted firm.

Rockefeller's vision of a comprehensive motor road system at Acadia eventually became a reality. Ocean Drive formed the nucleus of what later became known as the park loop road. With the completion of the Stanley Brook and Otter Cliffs roads, Rockefeller's interest and contribution to the motor roads shifted from design and construction to land acquisition to ensure that an appropriate route could be secured to complete the system. In 1935, Acadia received a $350,000 appropriation to continue road construction. Rockefeller remained involved, continuing an integral role in the approval process and donating the services of the Olmsted firm, who provided design review. Rockefeller remained an active partner in the realization of the motor road system, sponsoring the Olmsted Brothers through 1937 and continuing to encourage the NPS to complete the remaining

[82] J.D. Rockefeller Jr. to Harold Ickes, March 14, 1935. Letter on file at the William Otis Sawtelle Collections and Research Center, Acadia National Park.

segments. In 1939, Rockefeller donated land necessary for the construction of the Paradise Hill road that would connect the loop road with Route 233. By 1940, Rockefeller's direct involvement was waning, although he continued to press for completion of the system throughout the 1950s. In 1955, the last remaining segment was completed in time for John D. Rockefeller, Jr.'s eightieth birthday. For his contributions to the preservation of "landscape character and beauty" at Acadia and elsewhere, Rockefeller received an honorary membership from the American Society of Landscape Architects in 1938.[83]

Rockefeller and Park Concessions

Rockefeller also sought to control the design of concession buildings at Acadia, as he would later at Grand Teton National Park. In 1929, through the NPS, Rockefeller funded a tour of the western parks by Grosvenor Atterbury to find an architectural style that would suit Acadia. Atterbury recommended a simplicity of design that would not overshadow the landscape. Rockefeller communicated with both Director Albright and Assistant Director Cammerer on his recommendations for Acadia.[84] Atterbury produced designs in 1930 for the carriage road gatehouses and a proposed equestrian center at Eagle Lake Road. The latter, an immense structure 400 feet in length, would also serve as a teahouse. This equestrian center was never built due to sewage disposal concerns.[85]

In 1934, U.S. District Court Judge John Peters, Bar Harbor attorney David Rodick, and several others formed the Acadia Corporation. Rockefeller, although initially declining a role as director, nonetheless took out a stock subscription in the corporation. Its objective, in Rockefeller's words, was to "protect the park against concessionaires from outside who might carry on their operations with less consideration for the Mount Desert Island traditions than would be the case with a corporation composed of summer and winter residents of the Island."[86] Acadia Corporation leased to concession operators both the popular Jordan Pond House, and the Stanley Lobster Pound at Seawall.[87] The corporation planned to construct a new teahouse at the summit of Cadillac Mountain that would provide formal meals for guests, as well as a temporary "hot dog stand" nearby.

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[83] Rieley and Brouse, "Carriage Roads," 36, citing "John D. Rockefeller, Junior, Lover of Order and Excellence," in *Landscape Architecture*, vol. XXVIII, no. 3, April, 1938.

[84] Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds,* 13; Rieley and Brouse, "Carriage Roads," 197.

[85] Fearing contamination of Eagle Lake (the town's water supply), the Bar Harbor Water Company sold the land to the Hancock Trustees with construction restrictions. See Dorr, *The Story of Acadia National Park*, 17; and Rieley and Brouse, *The Carriage Road System*, 198-199, 209.

[86] Letter from John D. Rockefeller, Jr. to David Rodick, October 27, 1941, Rockefeller Archive Center, R.G. 2, Box 62, Folder 620.

[87] The McIntires operated the Jordan Pond House until their retirement in 1945. According to Bruce Jacobson's "Acadia National Park Facts," the Acadia Corporation celebrated 20 years of managing the facility in 1995.

However, as the NPS and the corporation could not agree on a suitable location, the tea house project was abandoned. Under Atterbury's direction, plans were completed for a small refreshment stand in 1934. Over the next two years, the building was expanded, and became known as the Summit Tavern.

Another proposed development by the Acadia Corporation at Otter Creek, consisting of a bathing facility and restaurant, was never constructed. A confidential letter to Rockefeller written in 1939 by NPS Director Arno Cammerer stated that although he was not completely against the Otter Creek project, he objected to the establishment of concessions at Thunder Hole and Sieur de Monts Spring, citing the need to keep certain areas of the park free from intrusion.[88] Although the Acadia Corporation showed a modest profit each year, it served mainly to prohibit concessions deemed unsuitable for the landscape of the park.

Rockefeller's Last Gifts

After the devastating Bar Harbor Fire of 1947, Rockefeller contributed funding for the cleanup work at the park. This work focused on areas that remained fire hazards, and tidying the roadsides and views from the roads. His crew salvaged 7,500,000 board feet of timber in the process.[89] The last gift of land was given posthumously in May of 1960, when he bequeathed an additional 1500 acres to the park in his will.[90] In total, Rockefeller gave more than $4 million to Acadia in land, money, road construction, reforestation, and other projects. After his death, a bronze tablet was erected on the Otter Cliffs path, commemorating his significant contributions to the park.

3. RUSTIC DESIGN

Sub-theme: The Picturesque Style (1890-1950)

National Precedents

In the nineteenth century, the emerging American profession of landscape architecture was greatly and perhaps solely influenced by the English gardening tradition. Many of the great country estates in England had been significantly altered by the early nineteenth century to create vast pleasure grounds for the landed gentry that illustrated the trend toward a more naturalistic landscape style. These landscape parks replaced the medieval hunting ground and formal, architectonic terraces and

[88] Letter from Arno Cammerer to John D. Rockefeller, Jr., April 27, 1939, Rockefeller Archive Center, R.G. 2, Box 62, Folder 619.
[89] Rieley and Brouse, "Carriage Roads", 247; Benjamin L. Hadley, "Healing Acadia's Burn," Editor's Note, *National Parks Magazine*, vol. 24, no. 102, July-Sept. 1950, 86.
[90] *Portland Evening Press*, May 20, 1960.

gardens of the seventeenth and eighteenth centuries, with rolling meadows, lakes and groves of trees specifically designed to direct views and evoke a more natural appearance.[91] England also had an established urban park tradition, which provided beautiful landscaped grounds for the respite of city dwellers. In the U.S., the movement to set aside or consciously create publicly accessible scenic landscapes mirrored the relationship between art and nature evident in English parks and estates. In 1853, the city of New York declared Central Park as a "public space" and the federal government followed suit in 1864 and 1872, establishing Yosemite Valley and Yellowstone as state and national parks set aside for public use.[92]

The new trend toward a naturalistic approach to landscape design and the social benefit of public pleasure grounds shaped both the writings of Andrew Jackson Downing (1815-1852) and the landscape design of Frederick Law Olmsted (1822-1903). Both men extolled an aesthetic appreciation for the picturesque qualities of the natural environment as a precedent in landscape design. By the end of the nineteenth century, picturesque landscape design implied an informal Rustic Design style that incorporated natural elements and materials to create a scenic effect that appeared naturalistic, rather than artificial and contrived.

Andrew Jackson Downing

Horticulturist Andrew Jackson Downing is best known for his prolific writings including *Treatise on the Theory and Practice of Landscape Gardening* (1841) and the journal, *Horticulturist,* which was published monthly between 1846 and1852.[93] Downing sought to civilize the New World through improvements in rural taste based on sound knowledge of the American landscape, rather than relying solely on European influences. His writings had an enormous effect on attitudes toward the designed landscape in America. In particular, as the first volume on the art of the rural landscape, Downing's *Treatise* was widely read and reprinted in six editions, leading landscape historian Norman Newton to note that Downing greatly influenced the American countryside by inspiring widespread interest in improvement of home properties.[94]

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[91] Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service*, 13-14.
[92] Ibid., 11, and Linda McClelland, *Building the National Parks*, *Historic Landscape Design and Construction,* 34, 51. Congress established Yellowstone National Park in 1872. In 1864, the U.S. government granted Yosemite Valley and the Mariposa grove to the state of California and they remained under state control until 1906, when they were transferred to Yosemite National Park, established in 1890.
[93] For a complete list of Downing's editorials featured in the Horticulturist, see Appendix A in Judith Major's *To Live in the New World, A.J. Downing and American Landscape Gardening.* Downing followed a path similar to his mentor, Scottish author and horticulturist, Claudius Loudon.
[94] Norman Newton, *Design on the Land*, 261.

In his *Treatise on the Theory and Practice of Landscape Gardening*, Downing established the principle features of the private pleasure ground: vistas, drives and walks, meadows, rockwork, rustic bridges, and wooded glades to enhance the total effect of the country house and its associated formal gardens.[95] Existing natural features such as rock outcroppings, stands of native trees, or water features were incorporated along with rustic constructed features to create an overall picturesque effect that reflected a romantic interpretation of nature. Downing's *Treatise* also provided the first American description of design elements of the "picturesque" and the "beautiful" as natural styles of landscape design. The beautiful was illustrated in the use of soft lines and simple shapes that created a "fullness and softness of outline and "luxuriant development."[96] The picturesque, in contrast, was wilder in character with "striking irregular forms'' placed together in a "negligent manner."[96] In essence, the beautiful is an aesthetic idea, calmly expressed through smooth, graceful, and harmonious elements while the picturesque is a contrasting notion of beauty evident in the power of nature and in its rough, wild, and irregular forms.

Downing included both narrative and illustrative suggestions for informal placement of plantings, use of native plants, as well as new cultivars, rustic architecture, and "embellishments" which included rustic seats, arbors, and rockwork. These standards were applied by individuals seeking to establish rural retreats that exemplified a civilized society, as well as in public parks constructed in the latter half of the nineteenth century.[97] The sixth edition of the *Treatise,* edited by Henry Winthrop Sargent, featured additional historical notes and appendices that described country estates and public park projects illustrative of the Picturesque Style. Olmsted and Vaux's 1858 design for Central Park in New York is described in some detail, as is Llewellyn Park, laid out in the "natural style" by landscape gardener E. A. Bauman in West Orange, New Jersey — one of the earliest planned suburbs in America composed of a communal park surrounded by private lots.[98] Both projects include extensive walks and drives set in a picturesque landscape.

In 1842, Downing published *Cottage Residences, A Series of Designs for Rural Cottages and Cottage Villas and Their Gardens and Grounds, Adapted to North America.* He followed in 1850 with the publication of *The Architecture of Country Houses.* These two books may be the most widely used sources in American architectural literature.[99] Here, Downing provided prototypical plans and perspective drawings for a variety of villas, modest dwellings, and other building types

[95] McClelland, *Building the National Parks*, 21.
[96] A.J. Downing, *Landscape Gardening and Rural Architecture,* 55-60.
[97] Note that the country place movement, described by Newton in *Design on the Land*, is comprised of a number of design styles including the picturesque in the mid-late nineteenth century, as well as revival styles popular between 1880 and1930.
[98] George Tatum, "Introduction" to the seventh edition of *Landscape Gardening and Rural Architecture* by A. J. Downing, xvi-xvii. See also Downing, "Historical Notes" in *Landscape Gardening*, 571.
[99] Adolf K. Placzek, "Preface to the Dover Addition," *Victorian Cottage Residences* reprinted 1981. no p.

(such as gate lodges) associated with domestic properties. A diverse collection of architectural styles is represented, including Tudor, Elizabethan, Italian, and French revival styles, as well as "rustic" styles intended to evoke the picturesque. Downing's *Country Houses* was followed by a series of stylebooks on domestic architecture by architects such as Gevase Wheeler and his student, Henry Hudson Holly.[100] The first, *Country Seats,* describes primarily picturesque villas and cottages of the Hudson River bracketed style.[101] Each of these authors articulated popular American architectural styles of the mid to late nineteenth century, which included English, French, and Italian influences and the evolution of vernacular expressions such as those evident in the Queen Anne style.

In general, the use of the term "picturesque" as an architectural style and the relationship between architecture and nature is less clear. Many architectural styles or individual buildings have been described as having a picturesque appearance because of their overall effect or "painterly" qualities. In 1832, the English author William Gilpin proposed that picturesque objects are "those which please from some quality capable of being illustrated in painting."[102] Downing took some issue with this distinction, claiming that both the picturesque and the beautiful (or pastoral) styles have aesthetic qualities worthy of expression in fine art. In *Landscape Gardening and Rural Architecture,* Downing equated classical architecture with the beautiful style, while Gothic and romantic buildings illustrate the picturesque.[103] During the high Victorian period, 1850-1880, several new historical architectural styles were introduced, often labeled the Queen Anne style when they were combined in a single building to create an eclectic facade. In the late Victorian period, 1880-1900, architectural styles evolved into a trend favoring single styles for individual buildings and thus some cohesion to building design. This trend is often described as Picturesque Eclecticism, including several architectural revival styles. Thus, while the term picturesque is used to describe a single style in landscape architecture, it is also used to describe the qualities or appearance of several architectural styles.

Frederick Law Olmsted, Associates and Successors

Like Downing, Frederick Law Olmsted adapted the principles of English landscape gardening to create a new design vocabulary uniquely suited to the American landscape. Olmsted coined the title "landscape architect." Along with his first partner, Calvert Vaux, he conceived of the term "parkway,

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[100] Wheeler's book *Rural Homes, or Sketches of Houses Suited to American Country Life* was published in 1851. Holly's first book, *Country Seats; containing Lithographic Designs for Cottages, Villas, Mansions, etc., with their Accompanying Outbuildings; also Country Churches, City Buildings, Railway Station* was published in 1863.
[101] Michael A. Thomlan, "Introduction" to the 1977 reprint *Holly's Country Seats and Modern Dwellings*.
[102] As quoted by Downing, 52, presumably from Gilpin's *Practical Hints upon Landscape Gardening* (1832).
[103] Downing, *Landscape Gardening and Rural Architecture*, 328-329.

a landscaped drive for pleasure vehicles."[104] Olmsted was greatly influenced by the writings of Downing, particularly *The Horticulturist*, to which he subscribed. This publication introduced Olmsted to the concept that "rural taste could be used to improve the civilization of America."[105] Olmsted's career as a landscape architect in New York and later Boston is unprecedented. According to Olmsted biographer Charles Beveridge, he

> … designed more parks and public recreation grounds than any landscape designer before him and carried out more commissions than any predecessor in his art. He also had higher ambitions for his profession than any of his contemporaries… At the same time, he defined a role for the landscape architect in planning a series of social institutions – parks, parkways, park systems, scenic reservations, residential communities, academic institutions, and private estates – that he hoped would transform the public and private life of the people of the United States.[106]

Olmsted established the professional practice of landscape architecture in the U.S., as well as setting the standard and precedent for the extensive application of the picturesque landscape design style. He began his landscape career in New York with the winning scheme for Central Park in 1858, later relocating to Brookline, Massachusetts, in 1883 as work on the Boston park system increased. He carried out the principles of informal, picturesque design in a broad range of projects in both public and private practice. Olmsted's use of natural materials and rustic architecture, often in collaboration with architects Calvert Vaux or H.H. Richardson, set the stage for the rustic design tradition emulated by landscape architects in the first decades of the twentieth century.

Influenced by the design of England's Birkenhead Park, Olmsted used a distinct treatment of carriage and pedestrian circulation known as a "separation of ways." It first appeared in the design for Central Park, but was soon widely applied to park systems throughout the country. These features were carefully sited to take advantage of the designed scenery–rocky outcroppings, open meadows, and water bodies that comprise the park landscape. In Central Park and the later Boston park system, Olmsted designed elaborate rustic masonry bridges that carry the circulation system over other walks, drives, or water features. At Franklin Park, Olmsted's use of the Picturesque Style reached its peak. The combination of roads, paths, rustic walls, buildings, and structures was created to exist in tandem with pastoral scenery that together create a total scenic effect. Olmsted applied this treatment to residential estates, such as the approach road to the Biltmore estate in North Carolina, constructed 1888 -1895. Many of the design elements introduced to the nation by Olmsted, including the "separation of ways," were later used in the construction of a carriage road system on Mount Desert Island by John D. Rockefeller, Jr.

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[104] Charles Beveridge and Paul Rocheleau, *Frederick Law Olmsted, Designing the American Landscape,* 8.
[105] Beveridge and Rocheleau, *Frederick Law Olmsted,* 20.

Frederick Law Olmsted, Jr. (1870-1957) trained directly with his father and thus received a strong foundation in the basics of landscape architecture practice, including some aspects of the Picturesque Style. Early projects included the construction supervision at Biltmore and design work for the World's Colombian Exposition (1893). Olmsted, Jr. and his half brother, John Charles, ultimately assumed responsibility for the Brookline office after Olmsted, Sr.'s retirement in 1895. There, they practiced as Olmsted Brothers, continuing the firm's earlier design traditions well into the twentieth century.[107] The Olmsted Brothers firm contributed extensively to the development of municipal, state, and national parks throughout the country, including Acadia.

The Olmsted firm also functioned as a training ground for many landscape architects who went on to establish their own firms or provide leadership roles in academic institutions. Charles Eliot (1859-1897), a summer resident of Mount Desert Island, pursued an independent career in landscape architecture. Working first on his own, he conceived of the idea of the metropolitan park system in Boston before joining the Olmsted firm in 1883. Warren Manning (1860-1938) worked for a time in the Brookline office. He later established his own firm in Cambridge where he worked on plans for municipal parks and park systems, New York state parks at Watkins Glen and Bluff Point, and national parks such as the Hot Spring Reservation and Gardiner Gate at Yellowstone National Park.[108] Both of these individuals influenced the development of Mount Desert Island and were an inspiration to others. A number of designers working in the picturesque tradition completed projects at Acadia, including landscape gardener Beatrix Farrand, landscape architect Charles Eliot II, and architects Charles Stoughton, William Welles Bosworth, and Grosvenor Atterbury. Both Atterbury and Bosworth had worked on other commissions with the Olmsted firm.

Picturesque Expressions on Mount Desert Island and Acadia National Park

The Picturesque Style resulted in a rough, wild landscape character utilizing natural materials to create a romantic effect that while contrived, did not appear overly designed. Thus, the naturalistic and romantic qualities expressed in this new landscape and architectural style paralleled American landscape paintings in the mid to late nineteenth century. Both movements greatly influenced popular appreciation of "idealized nature" and natural scenery. The topography of Mount Desert Island was well suited to the picturesque genre and the island was a popular topic of artistic

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[106] Ibid., 8-9.
[107] The Olmsted firm operated under other names depending on the practicing partners. This included Olmsted, Vaux, and Company; F.L and J.C. Olmsted (1884-1889), F.L. Olmsted and Company (1889-1893), Olmsted, Olmsted and Eliot (1893 to 1897), F.L. and J.C. Olmsted (1897-1898), Olmsted Brothers (1898 -1960), and Olmsted Associates (1960-1979).
[108] William Grundmann, "Warren Manning," in *Designers and Places*, edited by William Tishler.

expression in the late nineteenth century.[109] In his essay on the picturesque at Acadia, David Haney notes that the1872 publication *Picturesque America* included a pictorial essay on Mount Desert describing the island as an ideal example of the Picturesque experience.[110]

Many noteworthy architects, landscape architects, and builders completed commissions on Mount Desert Island between 1880 and 1920. These designers included firms from Maine and other parts of the Northeast, especially Boston, New York, and Philadelphia, who adapted popular styles to the rugged topography of the island. Construction of summer cottages was perhaps the most prolific design expression on the island. Civic improvements in the village centers were also undertaken. The Shingle Style, with heterogeneous roots in early New England vernacular buildings and the work of British Architect Richard Norman Shaw (1831-1913), was a uniquely American architectural expression. It introduced a relaxed, open, and less ornamented appearance characterized by asymmetrical massing and shingle walls and roof. William Ralph Emerson completed one of the first Shingle Style cottages, Redwood, built in Bar Harbor for C. J. Morrill in 1879 (still extant) as well as Felsted, the summer cottage of Frederick Law Olmsted, Sr. on Deer Isle in Maine. Other important practitioners of the style who also completed cottages on the island include Bruce Price; Andrews, Jacques and Rantoul; Peabody and Stearns; Rotch and Tilden; and Guy Lowell. George Dorr hired Henry Richards (1848-1949) to design his estate at Old Farm in Bar Harbor. This building stylistically combined elements from both the Queen Anne and Colonial Revival.

The most prolific architect/builder on the island was Frederick Lincoln Savage (1861-1924). Savage was born in Northeast Harbor and apprenticed with Robert Swain Peabody, a prominent architect in Boston and brother-in-law of Charles W. Eliot, president of Harvard. Savage returned to Mount Desert in 1887 where he completed hundreds of cottages, civic buildings, and commercial structures in Northeast Harbor and Bar Harbor.[111] Grosvenor Atterbury and William Welles Bosworth, two architects who would later undertake major projects for John D. Rockefeller, Jr., also completed a number of commissions on the island. Atterbury designed the Congregational church and two cottages in Seal Harbor in the Shingle Style. Bosworth designed Seaward in 1891, a Shingle Style cottage in Northeast Harbor.

Like the list of prominent architects, many noteworthy landscape architects also completed projects on Mount Desert between 1880 and 1930. Beatrix Farrand had over forty commissions on Mount Desert Island, including one of her most notable designs, the Abby Aldrich Rockefeller garden in

[109] David Haney, "The Legacy of the Picturesque at Mount Desert Island: controversies over the development of Acadia National Park," *Journal of Garden History: an International Quarterly*, Vol. 16, No. 4, Oct.-Dec. 1996, 275.
[110] Ibid.
[111] Jaylene B. Roths, "Fred Savage, the Cottage Builder," *The History Journal of the Mount Desert Island Historical Society*, Vol. II, 1999, 39-54.

Seal Harbor. Frederick Law Olmsted, Sr. and successors - including the Olmsted Brothers - consulted on over 20 projects on the island including design work in Bar Harbor for Point d' Acadie, the Vanderbilt estate, and properties for Hugh McMillan, Joseph Pulitzer, and the Seal Harbor estate of S.F. Clark.[112]

The Hiking Trails

The popularity of the Picturesque Style influenced both the development of Mount Desert Island and the preservation of the natural landscape and scenery. The first guide book to the trails was published in 1867. Civic improvements undertaken by local village improvement associations and societies, beginning around 1890, created a system of trails that capitalized on the island's character to create a picturesque experience that was both intimate and scenic. Although walking paths certainly existed on the island before the publication of the guide and incorporation of the village improvement groups, it was during the period 1867-1937 that the existing park trail system largely took shape. The history of the trail system before the establishment of the village improvement associations and societies will be evaluated in the Summer Colony Historic Context when it is developed. Of the existing 115 miles of marked and maintained trails within the park, the vast majority (approximately 70%) is associated with the VIA/VIS of Mount Desert. This includes earlier trails that were improved by the VIA as well as new trails specifically constructed on land that is now within the park boundary. Exceptions are approximately twenty-four miles of trails that pre-date the VIA, ten miles of trails constructed by the Civilian Conservation Corps, and a few recent trails.

The Bar Harbor VIA initially described their purpose to "preserve and develop the natural beauties of the place, and to enhance their attractions, by such artificial arrangements as good taste and science may suggest."[113] Other VIAs and VISs followed suit and by 1914 there were four Path Committees on the island.[114] A Joint Path Committee, established in 1900, was instrumental in setting trail standards as well as ensuring that trails constructed by individual villages related to each other.

One of the first activities of the Bar Harbor VIA was to prepare a series of maps documenting walking paths in the Bar Harbor area. This included pre-existing paths as well as new paths or connectors constructed at the direction of the Path Committee. Several individuals contributed to

[112] For a more detailed list of Olmsted projects in Maine, see *The Master List of Design Projects of the Olmsted Firm 1857-1950.*
[113] Coffin, "Hiking Trails," 72.
[114] Coffin, "Hiking Trails," 73. Dates of incorporation are Bar Harbor VIA 1891, Northeast Harbor VIS 1897, Seal Harbor VIS 1900, and Southwest Harbor VIA 1914.

the design and construction of the Bar Harbor paths, especially Andrew Emery Liscomb (1862-1931), a landscape gardener by profession, who served as Superintendent of Paths from 1892-1931.[115] As superintendent, Liscomb was responsible for the physical work associated with trail construction projects directed by the Path Committee chairman, as well as supervising laborers hired to do the work. This included installation of signs and pointers, and the construction of footbridges and new paths.

In 1893, Herbert Jacques (1857-1916) became chair of the Bar Harbor VIA roads and paths committee, and served in that capacity until 1900. Jacques, an architect and partner in the Boston firm Andrews, Jacques, and Rantoul, summered with his wife Harriet Sayles Francis on Schooner Head. The firm was commissioned to design many summer cottages on the island in the Shingle and Colonial Revival styles including Baymeath, Atlantic Oaks, Sea Fox, and Balance Rock in Bar Harbor as well several other properties in Northeast and Seal Harbors. Jacques' contribution to hiking trails at Acadia included creation of a colored path system for the trails in and around Newport (Champlain) Mountain, as well as construction of new trails which linked three existing, but otherwise unconnected path systems. Jacques was keenly interested in linking important scenic and picturesque destinations on the island to enhance the overall experience of trail users. This would, in his mind, connect them together "as by a ribbon, and converting into bowers of rest what were before almost impenetrable retreats, as at Duck Brook, the Gorge, the Royal Fern and Bracken."[116]

Waldron Bates (1856-1909) succeeded Herbert Jacques as chair of the Bar Harbor Path Committee from 1900 until his death in 1909. During his tenure as Path Committee chairman, Bates constructed 25 miles of new paths in the Bar Harbor district. His interest in the geology of the island led to the construction of many trails along scenic rock ledges such as Eagles Crag and Cadillac Cliffs. Bates also established standards for signs, birch pointers, and rock cairns which resulted in a "Bates style" of path construction. These paths are noteworthy both for the alignment or route as well as associated constructed features such as placed stones, rough laid stone steps, and rubble retaining walls. In wet areas, Bates used pole bridges or laid large stones to provide a dry route. He was also adept at using well constructed stone steps to provide a route through steep or difficult terrain. A bronze memorial plaque, designed by William Ordway Partridge and located at the southern end of the Cadillac Cliffs, recognizes Bates' contribution to the trails of Mount Desert Island.

[115] Liscomb also worked for George Dorr in the planning and construction of the grounds for Sieur de Monts Spring and Building of the Arts, and was responsible for the construction of the Kebo Valley Golf Links. See the *Bar Harbor Record* Obituary, December 9, 1931 as cited by Coffin, 74.
[116] Bar Harbor Village Improvement Association, Annual Report, 1894, 11, as cited by Coffin, 78.

Bates' sudden death created a new trend in trail construction – the creation of a system of memorial paths within the Bar Harbor trail district. The first, formerly the Chasm Trail was renamed the Waldron Bates Memorial Path with improvements funded by a special dedicated path fund. Although Rudolf Brunnow served as chair of the path committee between 1912 and 1917, the movement to construct memorial paths is often attributed to George Bucknam Dorr. Dorr envisioned memorial paths as the foundation of the public reservation that he hoped would ultimately become a national park. Memorial paths constructed at this time include the Kane, Beachcroft, Emery, Homan, Jesup, and Schiff Paths, located near Sieur de Monts Spring. The memorial paths illustrate some of the finest trail construction in the park; they demonstrate a special attention to detail and include naturalistic features such as stone staircases, rock paving, retaining walls, exposed summit rock, views, cairns, and blazes.

At the same time Dorr constructed trails close to Sieur de Monts Spring, path committee chairman Rudolf Ernest Brunnow (1858-1917) concentrated on building some of the most rigorous trails on the island. These trails, including the Precipice trail up Newport (Chaplain) Mountain and the Beehive, feature ladders and rungs carefully designed to lead hikers through noteworthy geologic features such as boulder fields and precipitous cliffs.[117]

The Northeast Harbor VIA continued the trail construction work initiated by Charles Eliot and the Champlain Society and Waldron Bates of the Bar Harbor VIA in the vicinity of Northeast Harbor. This included trails already established on Brown (Norumbega) and Sargent Mountains. James Gardiner served as the first chair of the committee of roads, paths, and trees (1897-1910), followed by William S. Grant, Jr. (1910-1913) and Dr. Joseph Tunis (1913-1920). Of the three, Tunis was the most active trail builder. Under his leadership, the Northeast Harbor district received many new trails and he was actively involved in establishing trail standards with the joint path committee.

The Seal Harbor Village Improvement Society (VIS) also had an active roads and paths committee to "improve, so far as funds permit, the conditions of the roads, paths, sidewalks, and signposts, and to attend to the preservation of trees and plants."[118] Edward Lothrup Rand served as the first chair of the Path Committee (1900-1907), followed by John Vansantvoord (1907-1913) and Joseph Allen (1913-1945). By 1917, an additional 20 miles of new trails in the district connected many existing mountain paths with Seal Harbor.

The Southwest Harbor VIA incorporated to encourage the "active cooperation of the permanent citizens with the summer residents and visitors in making such use of the remarkable natural

[117] Coffin, "Hiking Trails," 89.
[118] Ibid, 94.

advantages and beauty of the place as to render it a more delightful village to live in and visit."[119] Walter Buell served as the first Path Committee chair (1914-c.1920). Although very few records remain from the Southwest Harbor VIA, several specific trails that originate from Valley Cove or the Wharf in Southwest Harbor are attributed to Buell. Under his leadership, the number of scenic destinations expanded to include Beech Mountain, Long Pond, Dog Mountain, Robinson Mountain, Echo Lake, Beach Cliff, Western Mountain, and East Peak.

After Sieur de Monts National Monument was established in 1916, the VIA/VIS continued to support the stewardship, maintenance, and construction of trails until the 1930s when New Deal Programs of the National Park Service largely directed park construction. The Bar Harbor VIA continued to maintain the trails within their district until 1931, also constructing some new connector trails, stepping stones, and bridges that perpetuated the picturesque character of the system. Similarly, Northeast Harbor VIS, Seal Harbor VIS, and Southwest Harbor VIA all continued to provide the vision and guidance for trails in their respective districts until New Deal Programs assumed that role. Hiking trails constructed or improved by the village improvement societies provided a social, athletic, and aesthetic experience for inhabitants of the island. Careful attention to route and alignment, proximity to unique geologic or water features, variations in the character of different trail types, and dramatic views all contribute to the picturesque qualities of VIA trails. David Haney notes that trails "were often designed to heighten awareness of the body moving through space." For example, stones were placed "over a narrow passage to create a primitive portal," or stone steps are located specifically to "bring the hiker in immediate contact with forest textures."[120]

Rockefeller's Carriage Roads and Bridges

In the design of the carriage road system, John D Rockefeller, Jr. (1874-1960) refined this approach to a massive road construction project, utilizing natural materials such as heavy stone curbing and granite coping stones, and saving trees whenever possible. The intent of Rockefeller's carriage road system was to create a pathway on which users of the land could experience this extraordinary landscape and therefore feel restored by nature.[121] Furthermore, the masterful design and craftsmanship executed in carriage roads required a critical eye, detailed on-site decisions and adjustments, and skilled engineers, architects, and road builders. Rockefeller employed all of these methods to create one of the finest systems of carriage roads in the nation.

[119] Coffin, "Hiking Trails," 99.
[120] David Haney, "The Legacy of the Picturesque at Mount Desert Island: Controversies over the Development of Acadia National Park," *Journal of Garden History*, 16, No. 4, 288.
[121] Roberts*, Mr. Rockefeller's Roads*, 6.

Outdoor life at his family's summer estate, Forest Hill near Cleveland, Ohio, directly influenced John D. Rockefeller, Jr. Here, the Rockefeller children took great delight in the informal picturesque landscape, replete with undulating topography, woodlands, and magnificent views to Lake Erie. At an early age, John Jr. carved wood signs for roads at Forest Hill and joined his father in activities related to construction and expansion of the property.[122] This included construction of carriage roads (pleasure drives) complete with coping stones and rustic masonry bridges, as well as tree planting and the creation of two lakes. Carriage roads follow the natural topography of the existing landscape, and are both carefully located and well constructed. Here Rockefeller developed a strong foundation in road building and an acute appreciation for preservation of landscape scenery, which are evident in his work on Mount Desert.

At the family's home at Pocantico Hills, acquired in 1893 along the Hudson River in New York, John D. Rockefeller, Sr. continued the tradition of road construction, including repeated use of coping stones and rustic masonry bridges. The subsequent development of the 2,500-acre estate was largely supervised by John D. Rockefeller, Jr., including construction of over 50 miles of carriage roads.[123] The family spent a considerable amount of time during the winter in New York City, often including carriage rides (or "coaching") in Central Park where Rockefeller, Jr. learned the importance of public landscapes. Young Rockefeller was well prepared for a major undertaking on Mount Desert Island. His experiences with road and bridge construction at family estates and his familiarity with roads at Central Park, the Mohonk Mountain House in New York, and the Homestead in West Virginia provided essential training for work to come.

John D. Rockefeller, Jr. began spending summers on Mount Desert with his wife Abby Aldrich and their growing family in 1908, first renting a house in Bar Harbor. His interest in the island corresponded with a dramatic shift in Rockefeller's professional life – from businessman and corporate director to philanthropist. In 1910, he acquired 150 acres on Barr Hill in Seal Harbor including "The Eyrie," a Tudor revival house designed in 1897 by Marcus T. Reynolds of Albany, New York, for Williams College professor Samuel Fessenden Clarke. In 1915, Rockefeller engaged Duncan Chandler to enlarge the cottage, incorporating the existing house into a 100-room, half-timbered Tudor-revival structure with a commanding view in many directions. Chandler designed several shingled and revival style cottages on Mount Desert such as Edsel Ford's cottage Skylands (constructed 1923-1925) on Ox Hill in Seal Harbor. The massive rugged stone structure with broad terraces built of pink granite quarried on site also featured a naturalistic landscape by Jens Jensen of Chicago, who had worked with Ford on several other projects in the Midwest.

[122] Roberts, *Mr. Rockefeller's Roads* , 12.
[123] Reiley and Brouse, "Carriage Roads," 31.

At the same time Rockefeller was planning expansions to the Eyrie, he also began constructing carriage roads in the immediate vicinity of the house and stable, and around Long Pond. Rockefeller also proceeded, albeit discreetly, to acquire additional land both adjacent to the original acreage as well as elsewhere on the island largely through attorney Albert Lynam of Bar Harbor and George Stebbins of the Cooksey Realty Company in Seal Harbor. He began constructing carriage roads on the island around 1913, beginning first near the Eyrie and gradually expanding the system throughout the center of the eastern half of the island. Rockefeller's keen interest in constructing and expanding his carriage roads to reach critical scenic locations and connect discontinuous sections led him to a collaborative agreement with the Hancock County Trustees of Public Reservations in 1915. Both Rockefeller's land holdings as well as the carriage roads, bridges, and gatehouses contributed substantially to the early foundation of the park.

Road Layout

Rockefeller possessed a keen eye toward quality construction and the art of road design, as well as the ability to surround himself with technical experts who could carry out the work according to his intentions. In the case of carriage roads at Acadia, Rockefeller engaged several technical experts to assist him and thus ensure a finely executed project. These experts included Walters Hill, Charles Simpson, and Paul Simpson. Rockefeller, in concert with his engineers, developed an efficient and precise method for carriage road design and construction.[124] For example, the design of the road to Aunt Betty's Pond included several steps:

1. establishment of an initial route
2. field reconnaissance
3. survey and with notes regarding cut, fill, and drainage issues
4. establishment of the horizontal alignment and vertical profile of the landscape to help form the road in relation to the natural topography, and
5. establishment of the exact coordinates of the proposed road alignment and the preparation design plans showing the road on a topographic survey.[125]

In planning carriage roads, Rockefeller skillfully applied his interest in scenery, working with the Simpsons to study existing topography and vegetation and locating roads to maximize views of island features as well as carriage road bridges.[126] Initially, Rockefeller and his road builders employed state of the art engineering methods to accomplish the essential elements of road design such as horizontal and vertical alignment and road surfacing materials. In addition to road

[124] Reiley and Brouse, "Carriage Roads," 43-47.
[125] Ibid, 43.
[126] Ibid, 58.

alignment, the layout of the carriage road system presents a consistent vocabulary of coping stones, walls, drainage features, and roadside grading.

The coping stones, which line the outside slope of many segments of Rockefeller's carriage roads, provided both a safe guardrail as well as a rustic, picturesque feature. Large, irregular granite boulders were to be set at irregular angles, approximately one foot apart to provide a physical barrier when needed. As a result, they have become a signature characteristic of the road system and are known locally as "Rockefeller's teeth." The same treatment occurs on carriage roads at the family compound at Pocantico Hills, New York.

Roadside grading and clearing also contributes to the fine design and overall character of the road system. Rather than leave a roughly graded cut and fill areas with downed trees adjacent to the roadway, Rockefeller recommended that these areas receive more finished grading. In addition, the removal of downed timber created an aesthetically pleasing view from the road. Retaining walls on the upslope (cut) and downslope (fill) sides of the road minimize the amount of adjacent land affected by the road construction.

Bridges

As in the design and engineering for carriage roads, Rockefeller adopted the prevailing standards for bridge design, with specific attention to adapt bridges to their setting. According to Reilly and Brouse, the bridge design in the Acadia carriage road system follows a series of design principles established by Henry Tyrell in his 1912 book, *Artistic Bridge Design:*

1. bridges should fit in with their environment
2. an "economy of materials" should be employed
3. the method of bridge construction should be revealed in its appearance
4. the relative proportions and form of the bridge should be well-chosen; small bridges need a finer outline and more detail than larger bridges
5. bridges should be ornamented, but not excessively.127

Hubbard and *Kimball's An Introduction to the Study of Landscape Design* (1927) and Goode's *Park and Recreation Structures* (1938) also contain design principles that were illustrated in Acadia's carriage road bridges. Although both books postdated some of Rockefeller's carriage roads, they contain principles for landscape structures evident on Mount Desert.

[127] Henry G. Tyrell, *Artistic Bridge Design: A Systematic Treatise on the Design of Modern Bridges According to Aesthetic Principles* (Chicago: The Myron C. Clark Publishing Co., 1912), as cited by Reilly and Brouse, 51.

In concert with his engineer, Rockefeller determined locations for bridges that were either necessary because of topography or existing drainage, or desirable for aesthetic or visual purposes. For large masonry bridges, Rockefeller worked with an architect to develop plans and detailed construction specifications. Most of these bridges are constructed of concrete and steel and faced with stone. As recommended by the aforementioned authors, the stone facing was granite, the prevailing native stone and in some cases, the bridges appear to extend directly out of the exposed bedrock. In addition, each bridge in the carriage road system is distinctive, reflecting both stylistic differences as well as the unique site conditions. Like coping stones on the carriage roads, parapet walls are kept low to provide unimpeded views of the adjacent landscape. Sixteen stone masonry bridges are described in the current National Register nomination for the carriage roads and bridges.[128] Today, 15 are within the park boundary. They include:

Little Harbor Brook Bridge (1919), architect: Bosworth
Jordan Stream Bridge (1920), architect: Bosworth
Hemlock Bridge (1923-25), architect: Bosworth
Waterfall/Upper Hadlock Brook Bridge (1924-5), architect: Bosworth
Deer Brook Bridge (1925), architect: Bosworth
Chasm Brook Bridge (1926), architect: Bosworth
Hadlock Brook Bridge (1926), architect: Bosworth
Eagle Lake Bridge (1927-28)
Bubble Pond Bridge (1928), engineer: Paul D. Simpson
Duck Brook Bridge (1928-29), architect: Charles Stoughton
Amphitheater Bridge (1931), architect: Charles Stoughton
West Branch (Jordan Stream) Bridge (1931), architect: Charles Stoughton
Jordan Pond Road Bridge (1932), architect: Charles Stoughton
Cliffside Bridge (1932), architect: Charles Stoughton
Stanley Brook Bridge (1933), architect: Charles Stoughton.[129]

Several noteworthy architects and landscape architects worked on the design of Rockefeller's carriage road bridges. Williams Wells Bosworth (1869-1966) designed at least eight of the earliest bridges between 1917 and 1928. Bosworth was educated at MIT, and then employed by several firms including F.L. Olmsted and J.C. Olmsted, Landscape Architects, where he worked on plans

[128] The Triad-Day Mountain bridge was designed and constructed 1938-41 by the Bureau of Public Roads and the National Park Service to connect earlier carriage roads.
[129] Note that there are some small discrepancies in the dates of construction for the carriage road bridges between the four secondary sources of this information (carriage road National Register Nomination, Reilly and Brouse, Roberts, and the NPS List of Classified Structures).

for Stanford University.[130] He completed a European tour with William Rotch Ware, and studied in London and at the Ecole des Beaux-Arts in Paris. By World War I he had his own successful practice; his clients included John D. Rockefeller, Jr., Massachusetts Institute of Technology, and Cartier. For Rockefeller he designed the gardens and house at Pocantico Hills, New York, and the interior of his house in Manhattan in addition to bridges for the carriage-road system. After serving in France during WWI, he returned briefly to the U.S., but resided mainly in France for the remainder of his life. After the war, he oversaw the work of the Comite Franco-American pour la Restauration des Monuments, instituted by Rockefeller to aid in the restoration of Versailles, Rheims Cathedral, and Fontainebleau.

The first of the carriage road bridges was a cobblestone bridge built in 1917 on the Cardiner-Mitchell Hill/Jordan Stream carriage road over Jordan Stream. The bridge is built of reinforced concrete and faced with "natural moss-faced rocks" recommended by Paul Simpson, from which its name is derived and which were specifically intended to create a less artificial and more harmonious appearance.[131] A massive 28' arch and battered semi-circular turrets further characterize this unique bridge. Although no other bridges in the system used the rounded stones, others, such as the Chasm Brook Bridge, were specifically designed and sited to blend in with the existing natural setting. As Rockefeller requested, the stones on this single arch bridge have a slightly more rustic appearance than those found on the Hemlock and Waterfall Bridges. Hemlock Bridge is a massive, 200' curved bridge that carries the Sargent Mountain Carriage Road over a deep rocky ravine created by the maple spring brook. A 37' gothic arch is flanked on either side by smaller blind gothic arches. The difficult, yet spectacular site conditions in this location necessitated careful ground inspection and preliminary staking in advance of construction to ensure that the site was not adversely affected by construction. The Deer Brook Bridge is one of the few bridges in the carriage road system with more than one visible arch: two narrow 9' arches with a 6' pier cross Deer Brook. A decorative medallion with the bridge's construction date is centered between the two arches. Three smaller masonry bridges were modeled after a similar design at the end of Swan Lake in Central Park.[132] They include the Jordan Stream Bridge, Little Harbor Brook Bridge, and Hadlock Brook Bridge. All three are more modest in scale with a single arch.

Charles Stoughton (1871-1945) designed six of the later carriage road bridges between 1928 and 1933. Stoughton attended Columbia University and MIT, where he studied under Professor Ware. He practiced with his brother Arthur under the firm name of Stoughton & Stoughton. He designed bridges and other structures for the Bronx Parkway Commission, police stations in Manhattan, and a

[130] Note that the firm's name changed many times over the course of a century, reflecting changes in partners, such as the later firm, Olmsted Brothers, whose principle partners were John Charles Olmsted and Frederick Law Olmsted, Jr. The general plan for Stanford University was completed around 1888.
[131] Roberts, *Mr. Rockefeller's Roads,* 117.

number of buildings in Westchester County.[133] He also prepared plans for two educational institutions abroad, including the Christian College in Canton, China, and the Polytechnic Institute in Puerto Rico.

Like Bosworth's bridges, those designed by Charles Stoughton are a contributing resource of the carriage road system. The Duck Brook Bridge is considered by some to be the most refined and sophisticated of the carriage road masonry bridges.[134] Like the later Stanley Brook Bridge, Duck Brook is a triple-arch bridge over 200' in length with corbelled lookouts and periodic openings in the parapet wall. Beatrix Farrand designed the plantings around the bridge to frame views and enhance the setting. The Amphitheater Bridge, one of the largest in the system, extends 245' over the Little Harbor Brook. The asymmetrically curved plan and 32' arch was specifically designed to retain two large trees on the site and to align the axis of the arch with an existing waterfall. The Cliffside Bridge, which spans the Jordan Ravine on the flank of Penobscot Mountain, extends 250', also with an asymmetrical plan, 50' segmented arch, and crenellated parapet walls. To enhance its harmonious effect, the bridge appears to be built out of the natural rock ledge. The West Branch (Jordan Stream) Bridge is one of three bridges constructed over Jordan Stream on the Asticou-Jordan Pond Carriage Road. A small footbridge in the ramble at Central Park inspired the tall, narrow 6' Roman arch in the West Branch Bridge.[135] The Jordan Pond Road Bridge is unique in that it carries the Seal Harbor (formerly Jordan Pond) road over the Day Mountain Carriage Road to provide a greater separation and sense of seclusion for the carriage road. The second triple-arch bridge, the Stanley Brook Bridge carries the Barr Hill-Day Mountain carriage road with three distinct arches over the Stanley Brook (motor) Road, the seaside trail, and the Stanley Brook watercourse. It is one of the most formal of the carriage road bridges and is noteworthy for its landscaping by Farrand.

The Cobblestone Bridge (1917) designed by Bosworth is still privately owned. Bosworth's initial design for the Bubble Pond Bridge was rejected by the National Park Service and designed instead by Rockefeller's engineer, Paul Simpson. The final bridge constructed as part of the carriage road system is the Triad-Day Mountain Bridge, which was designed by Leo Grossman and Philip Mabel. It was constructed by the National Park Service in 1938-41 to connect earlier Rockefeller roads as part of the Triad-Day Mountain Pass Loop Road project.

Three sets of small steel and wood stringer bridges, all similar in construction, are also contributing resources. These bridges were not originally described in the carriage road National Register

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[132] Ibid., 119.
[133] One other historic property, the 52nd Precinct police station in Bronx, NY, designed by Stoughton & Stoughton, is listed on the National Register.
[134] Jack Glassman and Pat Guthrie, "List of Classified Structures for Acadia National Park," 1996.

nomination because they were not within the park boundary at the time the nomination was prepared. They include:

Jordan Stream Little Bridges #1, 2, 3 (1918-1919)
Seven Sisters Little Bridges #1, 2, 3, 4, 5, 6 (1929-1930)
Eagle Lake Little Bridges #1, 2, 3 (1929-30)

The "little bridges" over Jordan Stream were the first of these three clusters of small, rustic bridges erected on the carriage road system. They represent a type of "country bridge" first developed for the Rockefeller estate at Pocantico Hills with design input from Farrand.

Beatrix Farrand

While Rockefeller and his engineers designed the alignment of the carriage road system, Beatrix Farrand was responsible for detailed decisions and recommendations related to the treatment of roadside vegetation. Beatrix Farrand [*nee* Jones] (1872-1959), the niece of Edith Wharton, studied landscape design briefly in Berlin and at the Arnold Arboretum under Charles Sprague Sargent.[136] She opened a professional office in New York City in 1895 and immediately began designing estates for family friends and associates. In 1899, she was one of the ten founding members of the American Society of Landscape Architects. Although few of her early designs remain, Farrand may be best known for her 1921-1947 work for Mildred and Robert Woods Bliss at Dumbarton Oaks in Washington, D.C.[137] She was already an established practitioner when she began working with John D. Rockefeller, Jr. on the carriage road system. As a summer resident of Mount Desert, Farrand's estate Reef Point was well known for its naturalistic planting and unique collection of rhododendron and azalea. Farrand began working with Mrs. Rockefeller on landscape design work for their Seal Harbor home, the Eyrie, which ultimately produced one of the most well-known private gardens on the island; the garden is still extant. She worked closely with John D. Rockefeller, Jr. between 1928 and 1935 on a number of issues related to the design and construction of carriage roads, including planting, clearing of vistas, grading, drainage, bridge design, and landscaping for the two gate lodges.[138] In this capacity, Farrand's principle associate was the Rockefeller's nurseryman, Charles Miller, with whom she traveled extensively over the newly constructed roads, making notes that articulated her specific recommendations.

Farrand's contribution to the design of the carriage roads helped to create a sequence of views from which the dramatic scenery of the island would gradually and subtly unfold. In addition to

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[135] Roberts, *Mr. Rockefeller's Roads*, 119.
[136] Eleanor M. McPeck, "Beatrix Jones Farrand" in *Designers and Places*, 94.
[137] Dumbarton Oaks Park is listed in the National Register of Historic Places.
[138] Reiley and Brouse, "Carriage Roads," 60.

recommending where vistas should be located, Farrand provided detailed recommendations for the design of the foreground or view frame, particularly to noteworthy natural features. Farrand also paid special attention to the design of views of the spectacular carriage road bridges.[139] In some locations, where natural or built features were lacking, Farrand introduced new plantings to enhance the visual interest. She also worked with Charles Miller to re-vegetate slopes following road construction.

Grosvenor Atterbury and the Design of the Carriage Road Gatehouses

Rockefeller commissioned Grosvenor Atterbury and his partner John Thompkins to design the first of two gatehouses to control entry into the carriage road system. Atterbury (1869-1956) attended Yale, Columbia, and the Ecole des Beaux-Arts in Paris and is best known for his work designing country houses for wealthy industrialists. In 1909, Atterbury and the Olmsted Brothers received a commission to design the planned community of Forest Hills Gardens in New York. He also completed a number of commissions for John D. Rockefeller, Jr., including a barn complex at the family estate at Pocantico Hills.[140] In 1929, in advance of any architectural work at Acadia, Rockefeller arranged for Atterbury to complete an architectural study tour of western national parks. This study resulted in a series of principles that Atterbury recommended for the architecture of the national parks:

> First, by avoidance, where the structures are kept so small that they need not involve any question of architectural style. While this is begging the question, it is better than poor solution along definite and conventional lines.
>
> Second, and somewhat similarly, by keeping the buildings entirely outside the picture, placing them where the surroundings and background permit of normal treatment as to size and style: where there is no direct comparison or competition with the scenic marvels that have justified the establishment of the Park area…
>
> Third, by going back to ancient local traditions, where such exist—as, for example in Mesa Verde and other places in the Pueblo region—and developing a style from these historic precedents that will also satisfy the modern practical requirements.

[139] Ibid, 65.

[140] In addition to the carriage roads at Acadia, Atterbury is the architect of three other properties listed on the National Register: the Children's Village of the Hartford Orphan Asylum in Hartford, CT; the Higgens, Aldus Chapin House in Worcester, MA; and the Shore Road Historic District, Huntington, NY.

> Fourth, in cases where no such local precedents exist, by adopting and acclimatizing some foreign style that has been produced under similar climatic and scenic conditions and which can be properly expressed in local materials.[141]

In 1931, Atterbury completed the design for the first gatehouse, the Brown Mountain Lodge and entrance gates located near Lower Hadlock Pond. Consistent with recommendations of nineteenth century popular architectural style books and Atterbury's own five principles, the French Norman Revival design for this structure and the adjacent carriage road gates has a half-timbered second story and steep, gabled roof.[142] Atterbury had chosen the French Norman Revival style, which he found in "picturesque abundance in certain parts of France" because he felt Acadia called for a more stylized architectural treatment and as a reference to the French colonial associations of the island.[143] While the French Norman Revival style is not analogous to the Picturesque Style, it is illustrative of the romantic architecture described by Downing as compatible with a picturesque setting. Furthermore, the location of the Atterbury building in a naturalistic and informal landscape enhances its picturesque qualities. The Brown Mountain Gate Lodge has a granite block first story with a banded appearance and half-timbered second story. Special care was taken in the design of the cypress half-timbering so that the structure appeared weathered immediately after construction. The overall effect of the gate lodge, nestled in trees along the park motor road, is one of "rich variation in texture, materials and ornament interspersed in a composition of strong horizontal and vertical design elements."[144]

The Jordan Pond Gatehouse, gatekeeper's house, and carriage road entrance gates (constructed in 1932) also illustrated the French Norman Revival style. This complex is located near the Jordan Pond House on the park loop road at the southern end of the Jordan Pond Road. Like the Brown Mountain Gate Lodge, the Jordan Pond Gatehouse is constructed of granite with a cypress half-timbered second story and steeply pitched roof sheathed in terra cotta tiles. Although Rockefeller and Atterbury planned a third gatehouse at Eagle Lake, including a lodge, tea house and livery, the complex was never constructed. Rockefeller also asked Beatrix Farrand to assist in designing the landscape setting for the gatehouses. Although this did set up a somewhat contentious relationship

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[141] Grosvenor Atterbury, "Notes on the Architectural and Other Esthetic Problems Involved in the Development of Our Great National Parks," 1929, 51, as cited by Reiley and Brouse in "Carriage Roads," 57.
[142] Note that while the National Register Nomination refers to the building as "Tudor Revival," it is clear from Atterbury's correspondence that he intended the style of the carriage road gatehouses to be French Norman Revival.
[143] Charles Peterson to the Director of the National Park Service, 10/27/31 as cited by Roberts in *Mr. Rockefeller's Roads,* 125.
[144] Bronwyn Krog, "National Register Nomination for the Carriage Paths, Bridges, and Gatehouses, Acadia National Park," 1979, Section 7: 6.

between the architect and landscape gardener, it appears that Rockefeller was able to appease the strong desires of both designers.

Rockefeller, Olmsted Brothers, and the Motor Roads

John D. Rockefeller, Jr. contributed much of the vision, resources, and supervision necessary to accomplish the construction of the motor road system at Acadia. He funded design services of the Olmsted Brothers, engineering and surveying assistance from carriage road engineers Paul Simpson and Walters Hill, and construction work by the Kidde Construction Company of Tarrytown, New York. Rockefeller also contributed the carriage road construction crew to build several motor road segments. He continued to monitor the project, even for the last segments constructed through the National Park Service and the Bureau of Public Roads agreement, by reviewing plans himself or soliciting design review input from the Olmsted firm. Segments of the road designed by the NPS or BPR are discussed in the following sub-context "Rustic Design in the National Park Service."145

Park superintendent George Dorr appears to have suggested construction of the first motor road segments, but this quickly evolved into a larger concept of a park road system conceived by John D. Rockefeller, Jr. Rockefeller first funded construction of the Jordan Pond/Eagle Lake road segment, completed in 1927. In 1929, substantial work began on a new road to the summit of Cadillac Mountain, designed and constructed through a cooperative agreement with the Department of Agriculture, Bureau of Public Roads. The Cadillac Mountain road project as well as the completed section of the Jordan Pond road prompted Rockefeller to rethink his approach to automobile roads on the island. As the vision for the motor road system took shape, Rockefeller engaged the Kidde Construction Company of New York and the Olmsted Brothers to address the design of a new entrance road in the vicinity of Sieur de Monts Spring. Although this section of the motor road was not constructed until 1940, the work of Frederick Law Olmsted, Jr. and his partner Henry Hubbard provided an important series of studies to reconcile the disparate views of George Dorr and Rockefeller that would define the road alignment in the vicinity of the Great Meadow, Sieur de Monts Spring, and the Tarn.

Henry Hubbard (1875-1947), landscape architect and planner, was educated at Harvard under the direction of Frederick Law Olmsted, Jr. His distinguished career included a long association with the Olmsted Brothers firm, a 33 year teaching career at Harvard, and two decades as a planning consultant for the National Park Service, the Federal Housing Authority, and several

[145] This includes Cadillac Mountain Road (1932), Kebo Mountain Road (1938), Kebo extension (1940), Paradise Hill Road (1941), Day Mountain Road realignment (1951), Paradise Hill Road bridges (1952), and BPR project 4A2.

municipalities.146 He was also a member of the National Capitol Park and Planning Commission, a Fellow of the American Society of Landscape Architects (ASLA), and a Trustee of the American Academy in Rome. With Theodora Kimball he co-authored many publications, including An Introduction to the Study of Landscape Design in 1917, for many years the standard text in landscape architecture.

Frederick Law Olmsted, Jr. (1870-1957) followed the example of his father and older half brother, John Charles. The firm's professional capabilities were well established by the time Olmsted, Jr. began his apprenticeship in 1893 on the World's Colombian Exposition in Chicago.147 His second major project, equally significant, was his role as construction manager at Biltmore (1888-95) in Asheville, North Carolina. After his father's retirement, Olmsted, Jr. joined John Charles as a partner, first with Charles Eliot as the firm Olmsted, Olmsted and Eliot and later as Olmsted Brothers, Landscape Architects. He served as the senior partner in the firm from 1920-1950. In 1901, he was appointed to the Senate Park Commission to update the plan of Washington, D.C. Like his father, Olmsted, Jr. continued a deep commitment to parks, conservation, and scenic preservation. In 1916, he drafted the legislation to establish the National Park Service.

Following the initial consultation in 1929, the Olmsted Brothers firm provided a substantial level of landscape design and design review for most of the motor road system. In 1930, after consulting with engineers Hill, Simpson, and the Kidde Construction Company, Frederick Law Olmsted, Jr. prepared a report on the proposed expansion and completion of a motor road circuit for the park.148 It included five sections as follows:

Section A: Jordan Pond/Eagle Lake Road to the north end of Great Pond Hill and the Great Meadow
Section B: Red Rock Spring past Kebo golf course to the east side of the Great Meadow
Section C: East side of the Great Meadow to Sieur de Monts Spring to north end of the Tarn, continuing south on the east side of the Tarn over the saddle at Gorham Mountain, descending to meet the existing Ocean Drive
Section D: Ocean Drive
Section E: Otter Cliffs extension of Ocean Drive[149]

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[146] Karen Madsen, "Henry Vincent Hubbard (1875-1947), landscape architect, educator, author," 177-180 in *Pioneers of American Landscape Design: An Annotated Bibliography.* Charles A. Birnbaum and Robin Karson, editors, New York, NY: McGraw-Hill, 2000.
[147] Shary Page Berg, "Frederick Law Olmsted, Jr." in *Designers and Places*, edited by William Tishler (Washington, DC: The Preservation Press), 60-63.
[148] Frederick Law Olmsted, Jr. to John D. Rockefeller, Jr. 11 July, 1930. Rockefeller Archive Center, Homes-Seal Harbor, Box 124, Folder 137, as cited by Foulds *Historic Motor Roads*, 21.
[149] Summarized from Foulds, *Historic Motor Roads ,* 21-22.

The segments of the motor road designed by the Olmsted firm, especially Stanley Brook and Otter Cliffs, contain some of the finest craftsmanship in the system. The Stanley Brook Road, completed in 1936, winds through the valley formed by Stanley Brook from Seal Harbor to the Jordan Pond Road. In order to preserve the delicate topography and scenery of the Stanley Brook Valley, Olmsted recommended a narrow road surface and eliminated shoulders. He also proposed the addition of wheel guides to contain the road, a technique he had learned from the chief engineer at Zion National Park.[150] To minimize disturbance and maintain an even grade, six bridges were required to cross Stanley Brook. The Olmsted firm studied these features carefully to ensure that sight lines, views, and existing topography and watercourses were protected.

Similarly, the Olmsted firm also analyzed the site conditions around Otter Cliffs, to ensure that important views were retained and that the road fit well into the existing landscape. Viewed from the water, the Otter Cliffs grade separation appears indistinguishable from the granite bedrock on which it is built. Two independent lanes of traffic and a hiking trail are all separated by changes in elevation and associated stone retaining walls. Both the Otter Cliffs and Stanley Brook Road illustrate the separation of ways found in Central Park that Rockefeller sought to emulate on Mount Desert Island. For example, a triple-arch bridge carries the Barr Hill-Day Mountain carriage road over the Stanley Brook valley with each of its arches designed to accommodate the motor road, seaside trail, and Stanley Brook. The Otter Cliff trail, which runs parallel to the motor road, was incorporated into the design for the grade separation so that hikers would be safely and artistically separated from automobile traffic.

The Otter Cove Causeway and the Blackwoods Road segment were constructed in 1938-1939 by the Bureau of Public Roads. However, Rockefeller initiated the basic design and engineering for the route and bridge in 1925, when he first engaged White Engineering to study the feasibility of the route.[151] The early evaluation was developed further by Kidde Construction Company and the Olmsted Brothers and published as part of Rockefeller's 1930 road proposal. The BPR essentially refined the Olmsted design, preparing construction documents before building this segment. Like the firm's work on the Otter Cliff and Stanley Brook Roads, the Otter Cove Causeway and Bridge blend harmoniously into the landscape. Rockefeller was particularly pleased with the outcome of this segment, as noted in a 1939 letter to Olmsted.

> The Otter Creek Inlet Causeway and Motor Road around Black Woods has just been opened and is more beautiful and successful than I had even dared to hope it would be. The causeway looks as if it had always been there, so naturally is it related to the surrounding country, while the curve only adds to its beauty. People are delighted with the road and regard it as a great

[150] Foulds, *Historic Motor Roads*, 39.
[151] Foulds, *Historic Motor Roads*, 45

> addition to the motor road system...My heartiest congratulations to you on the important part you have had in bringing this undertaking to so eminently satisfactory a conclusion. [152]

After the completion of the Stanley Brook and Otter Cliffs Roads, the role of federal New Deal programs in national park development increased, resulting in a shift of Rockefeller's involvement from design and construction to land acquisition. This would ensure that an appropriate route could be secured to complete the system while the BPR and NPS continued to design and construct the remaining segments. In 1935, while the two aforementioned roads were nearing completion, Acadia received a $350,000 appropriation to continue road construction through the NPS partnership with the BPR. Rockefeller continued his new role in the approval process and donating the services of the Olmsted firm, who provided design review through 1937. Roads constructed with this new partnership between the NPS, BPR and Rockefeller include the Kebo Mountain Road (1938), Champlain Mountain Road (1940), Day Mountain Road (1941), and the Paradise Hill Road (1941) and Bridges (1952). In 1939, Rockefeller donated land necessary for construction of the Paradise Hill Road that would connect the Loop Road with Route 233. Although construction was delayed, the last segment of the system was finally completed in 1955.

Grosvenor Atterbury and the Schoodic Naval Station

In 1932, Congress authorized funding for relocation of the naval radio station from Otter Cliffs to Schoodic Peninsula, on the mainland east of Mount Desert Island. The relocation of this obstruction was a prerequisite to construction of the Otter Cliffs Road segment, and required a great deal of political maneuvering by all involved. To help facilitate the transition, and ensure quality design in the built environment, Rockefeller provided the design services of Grosvenor Atterbury, with whom he had worked on carriage road bridges and gatehouses. In 1933 Atterbury and his associate John Thompkins prepared a series of plans for a new Navy apartment building that would house staff stationed on Schoodic Peninsula. The building is a commanding two and a half story structure with a truncated "H" plan, designed in the French Norman Revival style. As in the design for the Brown Mountain Gatehouse, Atterbury used locally-quarried granite laid in a random pattern with horizontal bands of regular-spaced brick on the foundation and first story. The second story features half-timbers of cypress creating a regular vertical pattern along the upper stories similar in design to Jordan Pond Gatehouse. Atterbury and Thompkins used varied roof heights, dormers, and steeply pitched gables to enhance the appearance of the massive 133' by 80' building. The Schoodic Naval

[152] John D. Rockefeller, Jr. to F.L. Olmsted, Jr. 15 September, 1939, Rockefeller Archive Center, Homes, Box 118, Folder 122, as cited by Foulds, *Historic Motor Roads*, 46.

Station apartment building shares important features with both the Brown Mountain and Jordan Pond Gatehouses and is thus representative of Atterbury's architectural expressions at Acadia.[153]

b. Sub-theme: Rustic Design in the National Park Service (1916-1958)

Developing National Standards

The philosophical underpinnings of the National Park Service design ethic are firmly rooted in the nineteenth and early twentieth century social movement to preserve natural scenery for public benefit, resulting in the public park movement.[154] Some of the most influential landscape architects in practice at the turn of the century were early advocates for a national system of public parks; they included Frederick Law Olmsted, Jr., Warren Manning, Charles Eliot, James Sturgis Pray, and Henry Hubbard. All these practitioners worked at some time in the Olmsted office in Brookline, Massachusetts.[155] For this reason, there is a direct link between landscape preservation and landscape architecture in the formative years of the NPS.

This link is articulated in the enabling legislation of the National Park Service, written by Frederick Law Olmsted, Jr.[156] To some, the dual mission of the NPS to conserve natural scenery and to provide public access may appear contradictory. But, during the formative years of the National Park Service, landscape architects saw the connection between appropriate development and preservation of the scenic, cultural, and natural resource value of the parks. Early in the twentieth century, designers articulated the importance and need for a sensitive and coherent design principle for public lands. For example, landscape architect Mark Daniels, who had been appointed "general superintendent and landscape engineer" of the national parks in 1914, argued the need for "systematic planning" through development of park plans that would help increase attendance and therefore help justify a substantial appropriation from Congress.[157]

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[153] The Navy is pursuing an independent NR nomination for the Atterbury apartment building and power house located at the Naval Security Group Activity (NSGA), Winter Harbor.

[154] In the late nineteenth century, preservation of "scenery" was largely an aesthetic movement, which explains the involvement of artists and designers as well as the link with park design. This differs somewhat from the contemporary notion of preservation as synonymous with conservation, particularly efforts to preserve natural resources such as habitats and endangered species.

[155] Olmsted, Jr., Manning, Eliot, Pray, and Hubbard all worked in the Olmsted office in Brookline, MA. They are significant for their contributions to the profession through their project work, academic associations, and for their role in the creation of the ASLA.

[156] "To conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for future generations…"

The 1915 National Parks Conference in Berkeley, California, proved pivotal to development of the NPS Rustic Style. For building design, Daniels noted that architectural expression should be based on a "careful study of the best arrangement of the buildings and for picturesqueness."[158] Also in attendance at the conference, Gabriel Sovulewski of Yosemite recalled Downing's ideals in his notes on trail design:

> I believe that it is very important that every feature of natural beauty should be taken into consideration and diversion made to bring such features to the eye of the traveler. It will not be necessary to divert from the course laid out, but it is important that trails be laid out along beautiful streams, through different species of timber and interesting undergrowth, alongside and through rich green meadows and dashing brooks abounding in trout, and not omitting a single interesting feature that will attract the attention of the traveling public in order that the trail taken with these features included will be so delightful that the traveler will forget his fatigue in a review of the panorama unfolding before him at each turn. The trail along brooks and meadows will lead the traveler to many other beautiful views and points of interest, and finally he should be led to a picturesque spot where he can rest and establish his camp for as long a time as he desires.[159]

In 1916, the American Society of Landscape Architects reiterated the importance of the role of the profession in developing the national parks:

> …the surpassing beauty of our National Parks is neither safe, nor will be made enjoyable, for the maximum number of people with the minimum of injury to that landscape beauty, unless the administration of the National Park areas employs the best counsel it can secure in the profession of Landscape Architecture, and that this is needed for four principle purposes: First, a careful determination of proper boundaries of the National Parks . . . in consonance with the topography and landscape unity; second, the development of comprehensive general plans for every National Park and Monument, showing roads, bridges, trails, buildings, etc. so far as these may be needed, and at the same time can be built without injury to the landscape, and the adoption of a definite policy of development; third, the approval of designs for buildings or other special structures; fourth, prescribing a system of intelligent and scrupulous maintenance having particular regard to the protection of the beauty of the landscape.[160]

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[157] Sellars, *Preserving Nature,* 21.
[158] McClelland, *Building the National Parks*, 124 cites *Proceedings of the National Parks Conference, Berkeley, California, March 11-15, 1915.*
[159] McClelland, *Building the National Parks,* 129.
[160] James Sturgis Pray with Robert B. Marshall, "The American Society of Landscape Architecture and Our National Parks," *Landscape Architecture* 6, no. 3 (1916): 119-120, as cited by McClelland in *Building the National Parks*.

In the early years of the NPS, a group of allied design professionals (landscape architects, architects, and engineers) together developed a "cohesive style of landscape design which fulfilled demands for park development while preserving the outstanding natural qualities for which each park had been designated."[161] The objective of this new style was twofold: to protect the scenic qualities of these significant landscapes, and to provide new design and development that was compatible with the qualities of the natural environment. At the same time, the emerging popularity of the automobile provided the opportunity for unprecedented access to the new national parks. Auto travel made vacationing in national parks possible for the middle class and resulted in greater political support for the new agency.[162] This was both a blessing and a curse for parks. Obviously, the national parks could not remain as sequestered wilderness. A solution had to be found that provided safe and efficient access for park visitors that did not destroy the resources for which the parks had been established to preserve.

From 1916 to 1942, landscape architects and landscape engineers drove the physical development of the national parks. Together, both disciplines worked to ensure that park projects respected the dual mission of the NPS, to preserve natural scenery and provide for public use. In 1918, acting director Horace Albright prepared a "statement of policies" to direct development work in the parks. This policy statement, signed by Interior Secretary Franklin Lane, reiterated important concepts that had been expressed earlier by F.L. Olmsted, Jr., Mark Daniels, and others, such as the notion that landscape engineers sympathetic to maintaining parks in their natural state be employed in all park development projects and that new construction "harmonize" with the existing environment:[163]

> In the construction of roads, trails, buildings and other improvements, particular attention must be devoted always to the harmonizing of these improvements with the landscape. This is a most important item in our program of development and requires the employment of trained engineers who either posses a knowledge of landscape architecture or have a proper appreciation of the esthetic value of park lands. All improvements will be carried out in accordance with a preconceived plan developed with special reference to the preservation of the landscape, and comprehensive plans for future development of the national parks on an adequate scale will be prepared as funds are available for this purpose.[164]

To achieve these goals, the NPS appointed a chief landscape engineer/architect to supervise design work. Charles Punchard served as chief landscape engineer from 1918 to 1920 and was succeeded by Daniel Hull from 1920-1927. Both men studied landscape architecture at Harvard University, and there became familiar with the teaching of Henry Hubbard, Theodora Kimball and

[161] McClelland, *Building the National Parks*, 1.
[162] Foulds, *Campgrounds,* 5-6
[163] Carr, *Wilderness by Design*, 81.
[164] As cited by McClelland, *Building the National Parks*, 134.

Frederick Law Olmsted, Jr. Thomas Vint, who supervised planning and design projects in the NPS until his retirement in the 1960s, succeeded Hull. Vint, whose rich training and background made him well suited to his new role, differed dramatically from Hull, who was educated at Harvard and maintained a private practice with prestigious clients. Vint attended technical high school in Los Angeles and had worked as a draftsman in the studio of Lloyd Wright before entering the University of California at Berkeley to study landscape architecture.[165] He began his career with the National Park Service in 1922 as assistant landscape engineer under Daniel Hull at Yosemite National Park in California.

In addition to developing a professional design team within the agency, the NPS also consulted with the Olmsted office, other noteworthy landscape architects in private practice, and academics. Ethan Carr notes that "Jens Jensen advised on planting plans for Hot Springs Reservation in 1918, Frederick Law Olmsted, Jr. advised on Lafayette National Park in 1919, and Olmsted and Harvard Professor James Sturgis Pray advised on developments at Yellowstone in 1921."[166] Conrad Wirth, assistant director of the NPS in charge of all CCC Recreational Demonstration Areas (RDAs) had worked with Olmsted, Jr. during his tenure with the National Capital Parks and Planning Commission.

The influences of the Picturesque Style in landscape design, in concert with the "wilderness" qualities of the early parks, led NPS designers to develop a new, distinctive style that was applied universally throughout the national park system. This new, "rustic" style derived from the Picturesque as well as the Prairie Style, noteworthy for its reliance on native plants. The Rustic Design of the National Park Service made use of local materials such as stone or timber. Constructed features utilized labor-intensive methods that created a rugged, frontier-like quality appropriate to a wilderness setting. While the general standards remained the same, features were typically customized with local materials to fit the environment in which they were constructed. In some settings, park features were built with exaggerated proportions or elements to emphasize the rustic qualities of natural materials. Typical designs for park features are well documented in Albert Good's *Park and Recreation Structures* (1938) which includes ideal and prototypical examples of a wide variety of park facilities and buildings that illustrate the Rustic Style.[167]

[165] Lloyd Wright was the son of architect Frank Lloyd Wright.
[166] Carr, *Wilderness by Design*, 95.
[167] This includes buildings (administration, staff housing, maintenance, checking stations, concessions, bathhouses, boathouses, museums, cabins, inns and hotels), structures (fire towers, bridges, dams), and landscape features (picnic tables, fireplaces, trail steps, campfire circles, campgrounds) that serve a wide variety of park functions.

NPS Master Planning 1927-1955

By the end of the 1920s, the Rustic Design of the National Park Service took the form of standardized approaches to building and landscape work, including plans and specifications for site features and structures, techniques for the location of roads and trails in relation to natural scenery, methods to repair construction damage to natural conditions, and construction of park facilities. In 1933, the Landscape Division of the NPS was renamed the Branch of Plans and Design, with two divisions coordinating design work nationwide. In 1934, Thomas Vint moved to the Washington, D.C. office to head the new branch. Here, landscape architects and architects relied heavily on the standards and specifications that had been developed in the 1920s for park structures and facilities. These standards continued to stress designs that were harmonious with the natural environment. Charles Peterson headed the eastern division office in Yorktown, Virginia, where he had primary responsibility for the design of the Colonial Parkway. Peterson was extensively involved in completion of the Cadillac Mountain Road and supervised Ben Breeze, Acadia's landscape architect between 1933 and 1943.

At the same time the NPS began constructing new roads and facilities at Acadia in the Rustic Style, Rockefeller continued to complete work on the carriage roads and to fund design work by the Olmsted Brothers. Rockefeller's built features and the work of the village improvement societies on the hiking trails were romantic in character and more variable in design expression than the work of the NPS. For the early hiking trails, the VIA crafted individual construction solutions to meet specific site conditions and the idiosyncrasies of the trail builder. This is also evident in the design of carriage roads and bridges and in motor road segments designed by the Olmsted firm, where there is greater overall variability in the design of individual features, particularly bridges and retaining walls, and in the size and method of stonework. The NPS Rustic Design style, which developed in the 1920s and reached its apex during the New Deal applied many of principles of the Picturesque in a more standardized and uniform appearance.

The 1927 Development Plan by Thomas Vint and Arno Cammerer

Because of the substantial private sponsorship of park development, federal design and construction projects at Acadia continued the traditions already established on Mount Desert Island while also embracing the emerging Rustic Design expressions of the NPS. In the first decade of the new national park, most new facilities constructed by the NPS focused on providing essential access to the park.

One of the earliest planning documents for Acadia National Park, the 1927 master plan, provided the first written direction that integrated existing facilities with new federally funded projects. In 1927, NPS Chief Landscape Engineer Thomas Vint and Assistant Director Arno Cammerer signed the

"Memorandum on a Development Plan for Lafayette National Park," which was written for then Secretary of the Interior Hubert Work. The master plan was driven by earlier public criticism of Rockefeller's road construction in the park as well as the need for a clear vision for the park boundary. The report proposed a general development plan for Acadia that would include "essential extensions of the park, plans for roads and trails, utility sites, and other developments," illustrating that present and future construction projects were part of an overall plan.[168]

The 1927 master plan prescribes the framework for NPS improvements, complementing privately funded road and trail projects already completed within the park. Much discussion in the plan is directed at boundary issues – mainly in an effort to define the scope of a park development plan for Acadia. In this case, it was proposed that the plan be limited to only those lands currently held in fee by the National Park Service and that it would be inadvisable to "officially prepare and publish a map in what direction future expansion of the park boundary should extend."[169] Concerning park facilities, the 1927 development plan addressed several key elements of the new park:

- administrative unit
- public concessions
- park entrances
- public camps for motorists
- hiking paths and trails
- motor and carriage roads
- other observations

It is likely that these categories were derived in part from a larger context of park planning that was underway in the NPS Branch of Plans and Design for western parks. Acadia, however, posed some unique challenges. It was neither an isolated scenic landscape nor a monumental natural feature like many of its western counterparts. Rather, the park was located amidst existing communities with an established summer tourist industry and infrastructure. This greatly influenced the recommendations of the 1927 proposal and ultimately, the development of the park.
The construction of both motor and carriage roads were the biggest issues in the 1927 plan. At that time, only the Cadillac Mountain and Eagle Lake/Jordan Pond [motor] Roads had been approved, so the plan simply reiterated the value of both these roads to specific destinations in the park. The Cadillac Mountain Road was targeted for completion for the 1929 tourist season with specific recommendations that would ensure that it met NPS construction standards. In general, the plan supported motor roads as a benefit to the park because they provide access to areas that would otherwise be unreachable except by "the most strenuous exertions." This presented an unfortunate

[168] Cammerer and Vint, "Memorandum," 1.
[169] Ibid, 15.

scenario since "the great mass of visitors to a national park … do not desire walking trips over rugged territory or strenuous climb."[170] The master plan also discusses the work of John D. Rockefeller, Jr. in some detail, primarily related to his 1922 proposal to fund and construct the Jordan Pond Road as well as carriage roads that would be sited at least partially on park land. The carriage roads received considerable scrutiny by the NPS, but it was determined that they would provide a tremendous benefit to the park, even if they only provided access for fire protection.

The 1927 plan supported ongoing projects without creating substantial recommendations that would change the physical character of the park and its facilities. For example, the plan advised against building an organized administration area because the park was not large enough to support such a development. Rather, it proposed that employees continue to live in Bar Harbor and that the existing administration building (then located on Main Street in Bar Harbor) be continued. The plan supported the ongoing operation of the Jordan Pond Teahouse (concession) and provided guidelines for a new teahouse at the summit of Cadillac Mountain, which would be "low, inconspicuous, and well-designed." It advised against overnight (hotel) accommodations since sufficient private lodging already existed in towns around the park. The plan did not address creating an identifiable entrance for Acadia, which is likely due to the limited and noncontiguous acreage existing in 1927, as well as the interweaving of park and local roads.

By the time the 1927 master plan was proposed, the NPS had already established a tradition of motor camping in national parks. Thus, the Acadia report reiterated both the benefits and rationale for this use:

> In all the national parks specially selected areas are set aside for the accommodation of motorists who bring their own tents, bedding and food supply for camping. These areas are selected because of the special suitability of the terrain for accommodation of cars, proximity of pure water for drinking and cooking, and drainage for toilets and the like. Concentration of camping on such areas is necessary to control of sanitation and policing and prevent camping at will along the roadside. In Yosemite and Yellowstone particularly the public camps form one of the most popular features of service supplied the visitor, and about sixty to seventy per cent make use of them there.[171]

This document makes the case first for the importance of public campgrounds for motorists, and secondly for consideration that future sites be located proximate to the ocean or with ocean views. At the time the master plan was written, the Town of Bar Harbor was operating a campground near Ledgelawn Avenue, at the site of a former Native American encampment.[172] The master plan

[170] Camerer and Vint, "Memorandum," 26.
[171] Ibid, 21.
[172] Foulds, *Campgrounds*, 11.

supported construction of a new campground west of Bar Harbor, at Bear Brook in the area known as Morrell Park.

Vint and Cammerer also acknowledged the well-designed hiking trail system that was developed and maintained through private funds in collaboration with village improvement societies. For this reason, no further recommendations were provided for additional hiking trails or paths.

The 1927 master plan accurately captured the development status of the park and provided some modest recommendations for additional facilities that would be initiated in the next decade through the Roosevelt administration's New Deal programs. The first phase of construction at Bear Brook Campground was successfully completed around 1932, and the campground remained in operation until it was converted to a picnic area in 1958. The 1927 plan also recommended additional campgrounds; both Seawall and Blackwoods Campgrounds were constructed in a manner consistent with this report.

1928 Master Plan by Charles Eliot II

An interesting side issue related to the 1927 master plan is a letter from Gist Blair of the Bar Harbor Village Improvement Association, which proposed that village improvement groups hire a landscape architect to either work collaboratively with the NPS or to develop a separate plan as an alternative vision for the park.[173] Thus, Blair engaged Charles Eliot II in 1928 to prepare a separate plan. Although the motivations for this alternative plan are not entirely clear, Eliot's master plan included a more modest vision for park development. It outlined the existing conditions of the island, including the park, townships, villages and settlements. Eliot's plan also provided recommendations for further land acquisitions for the park and for development of camps, visitor facilities, and circulation systems. Eliot made the distinction between areas set aside for wilderness or conservation versus those chosen for development. In reference to Rockefeller's proposal for additional carriage roads, he seemed to allow for a "small amount of additional road construction."[174] But, he was not an advocate for additional motor roads, stating that the existing system (including the proposed Cadillac Mountain Road) was sufficient.

Planning and Design 1928-1940

Eliot's master plan was not adopted by the National Park Service. Instead, the 1927 NPS master plan appears to have laid the foundation for many landscape projects completed between 1928 and 1940. The arrival of Roosevelt's New Deal programs began substantial design and construction projects that had a great impact on the physical development of Acadia. In 1930, the pace of design

[173] Gist Blair to Secretary Work, March 26, 1927, as reproduced in Cammerer and Vint, "Memorandum," 11.
[174] Charles W. Eliot II, "The Future of Mount Desert Island: A Report to the Plan Committee Bar Harbor Village Improvement Association." Bar Harbor, ME: Bar Harbor Village Improvement Association, 1928, 26.

and construction activity in the park increased dramatically, with accelerated work on several segments of the motor roads, Cadillac Mountain summit, Lakewood parking area, and Schoodic Peninsula, and recommendations for road and trail improvements around Sieur de Monts Spring. The quantity of design work for the park changed again in 1933 with the arrival of the first landscape architect for the park, Benjamin Breeze.

As Acadia's resident landscape architect from 1933 to 1943, Breeze followed the master planning standards developed for the NPS by chief landscape engineer, Thomas Vint. Prior to joining the National Park Service, Breeze worked for three and one half years in the design office of A.D. Taylor in Cleveland Ohio.[175] Breeze began his career with the NPS in April of 1933 as landscape foreman, employed by Acadia National Park to supervise Civilian Conservation Corps projects. Promoted to resident landscape architect, Breeze remained at the park until September of 1943. From Acadia, Breeze was transferred to the National Capital Region where he supervised construction of parkways and park roads in cooperation with the Bureau of Public Roads. When he retired in 1965, Breeze was the chief, Branch of Park Roads in the National Capital Region of the National Park Service. Breeze's arrival at Acadia sparked one of the most active periods in park design and development. Between 1933 and 1940, he designed and implemented many projects that established or improved public facilities at the park. These include:

- Hiking trails, including truck trails
- Motor roads
- Campgrounds
- Picnic areas
- Developed areas
- Recreation areas
- Schoodic Peninsula
- Administration facilities (Bar Harbor headquarters area)
- General plans (property maps, generic structures)

These projects represent the implementation of the first phase of NPS master planning at Acadia. Although not all categories are represented at Acadia, Breeze's plans represent many of the components of the "Park Development Outline" developed by Thomas Vint and prescribed by NPS Director Horace Albright in 1932.[176] Acadia posed a somewhat different challenge than western parks, as many park features such as hiking trails, carriage roads, motor roads were constructed before Breeze arrived. For the motor roads, Breeze participated in the design of the Otter Creek

[175] United States Office of Personnel Management, OPF/EMF Access Unit, St. Louis, Missouri, Official Personnel Folder of Benjamin L. Breeze (deceased), 27 September 1995.
[176] See McClelland, *Building the National Parks,* 302-303.

Causeway and Bridge, Day Mountain Road, and Kebo Mountain Road among others. Beyond circulation systems, Breeze was responsible for shaping most other park facilities, particularly the developed areas. This included new campgrounds at Seawall and Blackwoods, and improvements to the existing campground at Bear Brook. He designed three picnic areas at Oak Hill, Pine Hill, and Pretty Marsh, all constructed in 1937. Breeze also designed and supervised construction of several recreation areas, particularly swimming areas at Lakewood, Echo Lake, and Green Lake and minor developed areas at Thunder Hole, Sieur de Monts, and Cadillac Mountain Summit. On Schoodic peninsula, Breeze contributed to design and implementation of the park road, Navy radio station, and the Schoodic Point developed area. Each of these projects illustrated a consistent rustic treatment, representative of national principles adapted to Acadia and Mount Desert Island.

1941 Master Plan by Benjamin Breeze

By 1940, Benjamin Breeze had completed many design studies for facilities in the park implemented by the CCC. In 1941, he assembled, improved, and repackaged many of the earlier studies as a new master plan for the park. Breeze had a fine hand and the 1941 master plan for Acadia reflects both his drawing style and attention to detail. In its entirety, it integrates both existing and proposed facilities, consistent with the standards developed by Vint and others. The plan is organized into a series of concept drawings at 1"=2500' for each village area (Bar Harbor, Northeast Harbor, and Seal Harbor). Both existing (already constructed) and proposed facilities are further illustrated as a series of site plans and schematic designs.

A group of specific drawings contained in the master plan and titled "roads and developed areas" provide the best overall vision for the park. These diagrams as well as two plans prepared for the east and west halves of Mount Desert Island locate all principal elements of the park master plan including projects on Schoodic Peninsula:

- Road projects (Cadillac Summit, Schoodic Peninsula, Bubble Pond, Bear Brook, Wonsqueak Harbor, Kebo Mountain, Blackwoods, Champlain Mountain, Day Mountain, Paradise Hill, Schoodic Head)
- Existing and proposed trails
- Campgrounds (Bear Brook, Blackwoods and Seawall)
- Picnic areas (Pretty Marsh, Oak Hill, Pine Hill, Ship Harbor, Long Ledge)
- Concessions (at Champlain summit and lobster pounds at Seawall and Schoodic Peninsula)
- Park entrances (Hulls Cove and Seal Harbor)
- Recreation areas (Sand Beach, Lakewood beach, Echo Lake) including winter sports areas (Beaver Pond, Eagle Lake, Bear Brook)
- Developed areas (Sieur de Monts Spring, Thunder Hole/Otter Cove, Jordan Pond house)
- Park administration area (Bar Harbor)

- Utility areas
- Destinations (Bass Harbor lighthouse, Anemone Cave/Homans house, Brown Mountain gate lodge)

The master plan presented some of these facilities in greater detail as additional drawings, although in some cases, the Breeze drawings simply documented existing conditions, illustrating the implemented design work. These included Sieur de Monts Spring, Schoodic Peninsula, the park administration area, Blackwoods and Seawall Campgrounds, three picnic areas (Pine Hill, Oak Hill, and Pretty Marsh), and Green Lake. The 1941 plan proposed additional development at Pretty Marsh picnic area including three additional piers, women's and men's bathhouses, and an additional shelter. Pine Hill picnic area was originally constructed to be the "simplest of tourist accommodations," including "an access road, parking overlook, picnic area with fireplaces and table, shelter, comfort stations and circulatory path system."[177] The master plan called for additional toilet facilities at Pine Hill.

The 1941 master plan also addressed discontiguous parts of the park. For Green Lake, located 25 miles north of Mount Desert off Route 1, the master plan describes alterations made to the former fish hatchery. Here, many of the facilities for the hatchery were removed although the entrance road, parking area, residence, and barn remained to provide access for fishing in the lake.

The plan described several park features as a written narrative in lieu of illustrative site plans or schematic design. For developed areas in the eastern half of Mount Desert Island, the plan provided written recommendations for Cadillac Mountain Summit (existing), Bear Brook Campground (existing), NP-1 CCC Camp (existing), Hulls Cove entrance (proposed), Bear Brook winter sports (proposed), Kebo Valley winter sports (existing), Eagle Lake recreation area (proposed), Homans House and Anemone Cave (existing), Thunder Hole (existing), Otter Cove museum (proposed), and the administrative area in Bar Harbor (existing and proposed). On the western half of Mount Desert Island, the plan provides written recommendations for Echo Lake Beach (existing), Appalachian Mountain Club (adjacent to Echo Lake Beach), Mount Desert Island Camp (existing), Beech Cliff area, west side utility area (existing), Long Ledge picnic area (proposed), Ship Harbor swimming and picnic area (proposed). For Schoodic Peninsula, written description or recommendations are provided for the Big Moose Island parking area (Schoodic Point), Naval radio station at Big Moose Island, and ranger station at Schoodic Head (noted as existing). Also included was an outline of Acadia's trail system, which included foot trails, bridle trails, service trails, existing and proposed truck trails, and fire trails.

[177] Benjamin L. Breeze, "1941 Master Plan." Note that the master plan consists of several sheets of drawings along with narrative notations included in the drawing set.

Design Projects 1943-1955

The completion and refinement of the 1941 master plan continued through 1943. At the end of the New Deal programs, Breeze relocated to the National Capital Region (Washington, D.C.) and the quantity of design work at Acadia diminished. Most of the park's design work between 1943 and 1955 included completion of park facilities started in the 1930s, repairs to aging buildings, and modest rebuilding after the 1947 Bar Harbor fire. A few noteworthy improvements were designed at this time, including the Paradise Hill road and bridge, Sand Beach recreation area development, and the Cadillac Mountain summit building.

New Deal Programs 1933-1942

In 1933, President Franklin Roosevelt signed a national recovery act "to provide for the restoration of the country's depleted natural resources and the advancement of an orderly program of public works."[178] The New Deal programs provided both money and labor to the National Park Service, primarily through the Public Works Administration (PWA), which was funded through emergency appropriations, and the Emergency Conservation Work (ECW), which was carried out by the Civilian Conservation Corps (CCC).[179] These programs were created in response to severe unemployment resulting from a nationwide economic depression. The men who were employed by New Deal programs saw these jobs as an economic opportunity and a direct path out of their current circumstances.

Projects implemented by these programs were primarily utilitarian and aimed at enhancing public enjoyment and "wise use" of the parks' scenic resources.[180] New Deal funds and resources made it possible to fully realize many of the parks' master plans that had been conceived years earlier. Park development proceeded at an unprecedented rate. The programs of the New Deal greatly affected the physical development of national parks more than any other single political, economic, or social force. The two programs of the New Deal that most affected national park development were projects administered through the PWA and the ECW, implemented by the CCC.[181]

In addition to national parks, FDR's New Deal programs also had a profound effect on municipal and state parks, and land conservation work in general throughout the nation. Several states created new state park systems including Mississippi, New Mexico, Oklahoma, Virginia, and South Carolina. Between 1933 and 1935, 16 states increased their state park land by 600,000 acres in order to take full advantage federal funds provided through the ECW program.

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[178] Norman Newton, *Design on the Land*, 577 citing *Public No. 5, 73d Congress.*
[179] McClelland, *Building the National Parks,* 327-8.
[180] Sellars, *Preserving Nature,* 101.
[181] McClelland, *Building the National Parks,* 327-8

The Public Works Administration

The Public Works Administration was established in 1933 "to increase the consumption of industrial and agricultural products by increasing purchasing power, to reduce and relieve unemployment, to improve standards of labor and otherwise rehabilitate industry and to conserve natural resources."[182] Through the PWA, the NPS received funding to make capital improvements in every national park. As a result, the NPS constructed new facilities throughout western parks to address ever-increasing park visitation. In the east, the NPS received funds to develop new facilities in newly acquired memorials and battlefields and to develop facilities at existing parks such as Acadia, Shenandoah, and the Great Smoky Mountains. The NPS used the funds provided through the PWA for a wide variety of projects, including utilitarian and administrative facilities as well as facilities for park visitors. While PWA work appears to be focused on construction and implementation, the projects had a direct relationship to NPS Rustic Design. Many projects implemented by the PWA had been recommended in master plans developed by Thomas Vint's office in the two years preceding establishment of the PWA. The use of unskilled labor required very specific instructions, designs, and specifications, which were created by the newly expanded Western and Eastern Divisions of the Branch of Plans and Design.[183]

Emergency Conservation Work and the Civilian Conservation Corps

The Federal Unemployment Relief Act created the Civilian Conservation Corps that organized unemployed and generally unskilled men to perform "Emergency Conservation Work" (ECW) on public lands. To staff the CCC, the federal government selected single men between 18-25 years of age from needy families to occupy camps of typically 16-200 men. FDR also provided supervision of the "junior enrollees" by selecting "local experienced men" to serve in the ECW camps.[184] In many state and national parks, CCC constructed park facilities included campgrounds as well as roads and trails. In March 1934, 239 camps were organized to construct state park facilities, with 67 camps established in national parks. By 1935, 452 CCC camps were distributed in every state except Delaware, with a combined workforce of 90,000 men.

Both the quantity and quality of work implemented by the CCC are noteworthy. Originally envisioned as a temporary relief program, the ECW made both landscape and forest improvement projects possible in national parks throughout the country. In order to qualify as an ECW project, an approved park master plan was required. Every individual project included detailed design plans, usually reviewed by technical experts in the camps, or through regional and Washington offices of NPS, which provided procedures and guidance. Conrad Wirth, assistant director of the NPS, supervised CCC programs in both state and national parks, later becoming director of the NPS.

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[182] McClelland, *Building the National Parks,* 319.
[183] Ibid*,* 328-330.
[184] Ibid.

In national parks, CCC work was carried out under the direct supervision of the park landscape architect.[185] Immediately after the Federal Unemployment Relief Act was authorized, the NPS rallied to open 63 camps for work in national parks and monuments.[186] At Grand Teton National Park, funds were used to clean up Jackson Lake. This resulted in clearing thousands of acres of dead and submerged timber that ultimately created a scenic landscape enjoyed by park visitors for decades to come. Yosemite benefited from a broad range of projects such as construction of trails, pest control, vegetation mapping, forestry projects, planting, roadside clean-up and landscaping and reclamation of meadows.[187] ECW work at Acadia included truck and hiking trail construction, landscaping, roadside cleanup, surveying, fire hazard reduction, maintenance, flood control, and construction of rustic picnic areas and other visitor facilities.

CCC at Acadia

Five CCC camps were established in Maine between 1933 and 1942. These include camps focused on both national and state park projects:

Camp #	Name	County	Location	Dates
NP-1	Acadia National Park	Hancock	Bar Harbor	1933-1941
NP-2	Acadia National Park	Hancock	Southwest Harbor	1933-1941
NP-3 (SP-4)	Camden Hills RDA	Knox, Waldo	Camden, Rockland	1939-1941
SP-1	Ellsworth-Bar Harbor State Highway	Hancock	Ellsworth	1933-1937
SP-2	Baxter State Park	Piscataquis	Millinocket	1934
SP-3	Baxter State Park	Piscataquis	Millinocket	1935
SP-4	Camden Hills RDA	Knox, Waldo	Camden, Rockland	1935-1939
SP-5	Camden Hills RDA	Knox, Waldo	Camden, Rockland	D-1935[188]

The National Park Service administered all of these camps as part of the Emergency Conservation Work program, but not all had a direct affect on the development of Acadia. In 1933, George Dorr requested that two CCC camps be established at the park. Camp NP-1 for CCC Company 154 was located on McFarland Field west of Bar Harbor. Camp NP-2 for CCC Company 158 was established on Long Pond near Southwest Harbor. Each camp supported a crew of 200 men. Company 1104 located in Ellsworth (SP-1), established primarily to develop Maine state parks, provided periodic assistance to the two CCC camps at Acadia. In addition, the NPS temporarily established a sub-camp at Big Moose Island on Schoodic Peninsula to accommodate specific

[185] McClelland, *Building the National Parks* , 328-330.
[186] Ibid, 336.
[187] Ibid, 344.
[188] John C. Paige, *The Civilian Conservation Corps and the National Park Service, 1933-1942, An Administrative History,* 190, 214.

projects there. The 1937 Annual Report described the work and accomplishments of the two primary camps:

> NP-1
> … The company has remained at its present site on McFarland Field in Acadia National Park during its entire history. Various work projects have occupied the men such as: blister rust control, fire hazard reduction, landscaping, trail construction, vista cutting, selective pruning and general clean-up of Acadia National Park.
>
> NP-2
> To aid the Acadia National Park in preserving this beauty and in opening new views, was the work of the 158th Company. The company has aided in suppressing two terrific forest fires, built several miles of fire trails to facilitate the moving of fire-fighting apparatus in the thickly wooded park lands. It has built many beautiful trails on park mountains, developed recreational facilities on the beaches of lakes, cleared acres of burned trees on the mountain slopes, trees that were an added fire menace.[189]

Trail Construction

Acadia's trail system also benefited from New Deal programs. CCC and CWA labor crews performed routine maintenance of existing trails and constructed new ones. The CCC built new trails to exact NPS specifications which exhibited a high quality of workmanship, particularly in the stone work. Many of these trails were built in conjunction with Recreational Demonstration Projects (RDP), including those at Pretty Marsh, Oak Hill, and Pine Hill picnic areas. The CCC and CWA crews also constructed trails at Cadillac Mountain, Sieur de Monts Spring, Ocean Drive, and Jordan Pond. Constructed drainage and erosion control features were accomplished using features such as switchbacks and rock drains. Plants were used to cover disturbed areas, and to screen views of roads and developed areas. In addition, minor roads called truck trails were constructed as fire access roads in remote areas.[190]

Recreational Demonstration Projects

Beginning in 1934, the federal government established Recreational Demonstration Projects (RDP) in 24 states to develop sub-marginal, unproductive agricultural land for recreation purposes. Like the ECW program, these projects developed recreation facilities in both national and state parks. The Federal Emergency Relief Agency (FERA) funded 46 RDPs, constructed using CCC labor. These included 34 vacation areas built with organized campgrounds and 12 other projects that included "waysides" along the Blue Ridge Parkway and additional facilities for state or national parks. An important piece of legislation of the New Deal era was the Federal Emergency Relief Act (FERA) of

[189] As cited by Foulds, *Campgrounds*, 17.
[190] Coffin, "Hiking Trails," 301-303, 309.

1933. While it was initially intended to move agricultural families from sub-marginal lands to more productive ones, it subsequently played a major role in development of visitor facilities at Acadia and other parks. After passage of the bill, the NPS assumed responsibility for the recreational potential of large tracts of newly acquired federal lands, including 8,000 acres on the western side of Mount Desert Island.[191] The CCC constructed several RDPs at Acadia under the sub-marginal lands program, including two campgrounds and three picnic areas.

Campground development

Both the park master plan and the alternative proposed by Charles Eliot II recognized the need for public campgrounds as early as 1927. That same year, George Dorr pressed for development of a new campground inside the park boundary at Bear Brook, adjacent to Morrell Park. Rockefeller also recognized the need to accommodate a growing number of visitors and thus financed construction of a private automobile campground on his Blackwoods tract near Otter Creek in 1926, which he intended to donate to the park. However, it was not until the implementation of New Deal programs in the 1930s that plans for campground development were systematically implemented. The newly adopted Meinecke approach of using "discreet boundaries for both automobile and foot traffic" to minimize compaction of soil in camping areas, was an important element in their design.[192] One of the first campground projects completed at Acadia using CCC labor was construction of an amphitheater at Bear Brook in 1934.

Seawall Campground was developed and funded as an RDP. Facilities constructed from 1937-1939 consisted of two loops with 63 campsites, comfort stations, fireplaces, and picnic tables. CCC labor constructed the RDP campground at Blackwoods on land donated by Rockefeller.[193] In 1937, the initial surveys and design for Blackwoods Campground provided for 400 campsites in three loops. Lacking both adequate funding and CCC labor to complete such an ambitious undertaking, the NPS constructed only a single loop to accommodate 100 campsites by 1941. World War II caused a delay in park development projects, as CCC crews were shifted toward civil defense. However, a Seawall trailer loop and grading of a camp court at Blackwoods were subsequently completed.[194]

Facilities later added to the Seawall Campground in the early 1940s included a trailer loop comfort station and a check-in/ranger station. Development at Blackwoods continued more slowly; the site did not open to the public until 1946. Additional work was completed at both campgrounds in the

[191] Coffin, "Hiking Trails," 18.
[192] Foulds, *Campgrounds*, 15.
[193] Historically known as Black Woods, the current name is used in this document.
[194] Foulds, *Campgrounds,* 29.

1950s and early 1960s, including an amphitheater and a second campsite loop with comfort stations at Blackwoods, and a fourth loop and amphitheater at Seawall.

Picnic Areas

In addition to Acadia's campgrounds, the CCC also constructed three picnic areas in 1937 as RDPs under the sub-marginal lands program. Pretty Marsh picnic area, located at Pretty Marsh Harbor, is the largest of the three. On March 6, 1937, Acadia Landscape Architect Benjamin L. Breeze wrote to Thomas Vint regarding development policy issues for the Pretty Marsh area. The National Park Service acquired the parcel through the RDP program based on the need for shore frontage to provide "a recreational development for the public where they could enjoy salt water bathing, boating and picnicking."[195] The primary unresolved issue at Pretty Marsh appeared to be the potential for exclusive use of a proposed dock by the local "boating clique" rather than the development of the area for generalized public use. As a result, two sets of plans were developed for Pretty Marsh. The first plan restricted road and parking use by "boating parties and their guests." The second version included a parking road, parking area and dock, fireplaces, shelters, and toilet facilities. Breeze sought input from Vint regarding which direction the Pretty Marsh development should take. While no response to this letter has been located, the surviving 1937 Breeze plan does seem to support the latter concept, emphasizing public use. This plan depicts a curvilinear entrance road descending down the slope. At the top near the entrance, the plan shows an overlook shelter with views indicated to Pretty Marsh Harbor as well as a parking area. The road winds down to a lower developed area consisting of a second parking lot, picnic sites with tables and fireplaces, toilets, and a second shelter near the water. In 1938, the Town of Mount Desert issued a permit for a proposed breakwater and boat landing.

The Oak Hill and Pine Hill picnic areas were designed on a more modest scale. At Oak Hill, southeast of Seal Cove Pond, the site plan shows an entrance road, parking loop, shelter with vista, picnic tables, pit toilets, and integral trails including the Bald Mountain Overlook. The Pine Hill picnic area northeast of Seal Cove Pond includes similar elements such as the entrance road, parking loop, toilets, fireplaces, picnic tables, and overlook shelter.

Meinecke System for Campground Development

In 1926, NPS Director Stephen Mather asked forest pathologist E.P. Meinecke of the Department of Agriculture to consult with the NPS regarding the poor health of giant sequoias at Sequoia National Park. Meinecke was the first to identify the threat of soil compaction caused by human trampling. He advised a program of reforestation to mitigate the problem. Meinecke continued to refine his

[195] Benjamin Breeze to Thomas Vint, March 6, 1937 Record Group 79, Records of the National Park Service, National Archives and Records Administration, Waltham, Massachusetts.

observations in recommendations that balanced public use with forest health and protection of native vegetation, particularly in campgrounds. His 1932 publication *Campground Policy* and the 1934 "Camp Planning and Camp Reconstruction" provided specific guidelines to mitigate the adverse effect of soil compaction and other environmental stresses resulting from intense human use. To do so, Meinecke recommended a one-way system of roads lined with naturalistic barriers, well-defined campsites, and angled parking.[196] These guidelines and prototypical layouts both created a pleasant and rustic camping experience and provided specific measures to protect and preserve the natural environment.

Although not a designer, Meinecke used the vocabulary of the NPS Rustic Style to achieve his goal to create a more environmentally sensitive approach to campground development. Meinecke prescribed specific rustic design details such as the use of logs, boulders, and vegetation to delineate roads, spurs, and individual campsites, as well as campsite furniture such as fireplaces and picnic tables. This created a campground setting that achieved several objectives. First, one-way roads and specific campsites with delineated tent locations and associated fire pits and tables directed the visitor and helped to preserve the adjacent vegetation. Preservation of the natural environment was further enhanced through additional planting of trees and native shrubs: rustic barriers – especially boulders and logs – were also used to delineate paths, roads, and campsites. Third, the rustic design of the campsite and its furniture helped to replicate the experience of wilderness camping, even in highly constructed campgrounds. The Meinecke system was universally adopted by the National Park Service and provided the foundation for campground design for decades to come. In addition to campgrounds, Meinecke's principles were also followed for the design of picnic areas.
At Mount Rainier National Park, the Meinecke system was applied to several areas including Longmire and Paradise. The system was especially useful in arid areas such as the southwest, where vegetative regeneration was particularly slow. His recommendations were followed in many locations including Zion, Yellowstone, the Grand Canyon, Yosemite, Mesa Verde, and Acadia.

The Bureau of Public Roads

According to Begley and Carr, Stephen T. Mather, initiated park road expansion and improvements shortly after he arrived in Washington in 1915 to become the first director of the National Park Service. Mather recognized that the “greatest flow of tourist gold” followed the routes of improved highways.[197] The limited construction of roads, more than any other aspect of park development,

[196] McClelland, *Building the National Parks,* 278.
[197] National Park Service. *1925 Annual Report,* 1 as cited by Susan Begley and Ethan Carr, "National Historic Landmark Nomination for Going to the Sun Road, Glacier National Park," 14.

would strengthen and validate the goal Mather described as "complete conservation" of national park areas.

From the outset, the NPS has overseen construction of hundreds of miles of roads into inaccessible backcountry park areas. With a simultaneously burgeoning wildlife conservation movement, road construction in "wilderness" was one of the most hotly debated aspects of the development of the parks, both in Washington, D.C. and in park localities such as Mount Desert Island. On the one hand, NPS Director Cammerer argued that park roads could be an "implement of wilderness conservation" since the fundamental concept of the parks was "conservation for public use."[198] Public recreational use, it was argued, was clearly a desirable alternative to dams, grazing, mining, hunting, or lumbering, all of which would have a greater physical effect on the natural environment. Still, to lessen the overall visual and ecological effect of road construction, the NPS worked diligently to develop standards and supervise construction to ensure that new construction blended effectively into the natural environment. The results are exceptional examples of landscape engineering which meld the practices of civil engineering and landscape architecture.

When Congress authorized the Federal Aid to Highways Act in 1916, the Department of Agriculture administered the project through the Office of Public Roads, renamed the Bureau of Public Roads (BPR) in 1918. However, Congress did not fund any road construction projects in national parks until 1919, and in 1923 Mather was still bemoaning the tremendous need for a substantial appropriation for park roads. In 1924, Congress finally authorized $7,500,000 for road construction in national parks.[199] This large appropriation was both a blessing and a threat to the park system. Mather was increasingly concerned about the potential for unnecessary damage to the natural scenery he and many others had worked tirelessly to preserve. At the same time, differing approaches to road construction and the disparate skill level of NPS engineers gave Mather cause for concern regarding the agency's ability to successfully implement major road construction projects. Ultimately, and despite earlier concerns, this led Mather to establish an inter-bureau cooperative agreement with the BPR in 1924. This agreement would allow the BPR to survey, develop specifications, and supervise road construction projects, while NPS engineers and landscape architects remained in charge of planning and review.

By and large, the inter-agency agreement allowed for an efficient collaboration between NPS landscape architects and BPR engineers, to ensure that the surroundings were preserved and the overall character of park roads was compatible with the natural environment. One of the first projects of the NPS/BPR collaboration is the Going to the Sun Road at Glacier National Park, now a

[198] Sellars, 106; Sellars cites a 1936 article *in Planning and Civic Annual.*
[199] Begley and Carr, "Going to the Sun Road NHL," 15.

National Historic Landmark.[200] Other BPR projects included reconstruction of the Golden Gate viaduct at Yellowstone National Park and the Yakima Park Road at Mount Rainier, which received substantial criticism from the NPS because of the amount of blasting required to create the road alignment.

At Acadia, strong public opposition to road building resulted in a carefully crafted road system constructed largely on private land that was later donated to the park. Built in sections over 25 years, the road system attempted at every juncture to minimize its impact on natural water systems and pre-existing walking paths and carriage roads with carefully designed "separation of ways" similar to those conceived by Olmsted and Vaux for New York's Central Park.

Bureau of Public Roads Projects at Acadia

The 1926 cooperative agreement between the National Park Service and the Bureau of Public Roads (BPR) created an important opportunity for Acadia National Park. Following completion of construction projects at Stanley Brook and Otter Cliff, the NPS worked to complete the motor road system. In 1928, plans were drawn for a road to the summit of Cadillac Mountain, Mount Desert's highest peak. In July 1929, BPR engineer Leo Grossman arrived in Bar Harbor to oversee construction, which was ultimately completed in 1931 at a total cost exceeding $214,000. Both the design and execution of Cadillac Mountain motor road illustrates the BPR/NPS road standards at their finest. This includes such features as spiral transition curves, consistent 8 per cent grade, boulder guardrails, a narrow 18' roadway with 2' shoulder cut and 3' shoulder fill, and a unique pink granite surface quarried from rock onsite.[201] Pull-offs and overlooks provide dramatic views over the Mount Desert scenery. The summit included a small concession building (described in the 1927 master plan, but no longer extant), along with parking areas connecting to the hiking trail system. In 1935, Congress appropriated $350,000 to extend the Jordan Pond/Eagle Lake Road to Sieur de Monts Spring.[202] The Kebo Mountain Road, completed in 1938, was the first section constructed in a group of BPR projects that would ultimately complete the park loop road. Although it was a federally funded project, Rockefeller contributed the services of Frederick Law Olmsted, Jr. to review the final survey and plans prior to construction. In 1936-1937, the NPS received a $500,000 appropriation for construction of the Otter Cove Causeway and Blackwoods Road, for which the BPR prepared plans and specifications. Again, Rockefeller provided the services of the Olmsted Brothers for design consultation. This section was completed in 1939. Construction began on the Kebo extension and Champlain Mountain Roads in 1938-1939, completed in 1940. The last segment of the loop road was the Day Mountain Road (BPR Project #3A3-6A4) finished in 1941. Paradise Hill Road, largely constructed 1940-41 provided a connection between the park loop road

[200] Begley and Carr, "Going to the Sun Road NHL," 14.
[201] Foulds, *Motor Roads,*18-19.
[202] Ibid, 41.

and Hulls Cove. However, insufficient funding and a work stoppage for WWII delayed construction of the three bridges until 1952. The last, minor pieces to complete the system included realignment of a portion of Day Mountain Road off the Dane property (1951) and a small leg parallel to Schooner Head Road (completed in 1958).

Included in BPR motor roads are several noteworthy bridges, which follow in the tradition of the carriage road bridges. Most are simple, single-arched structures, which utilized locally quarried native granite ashlar applied over a reinforced concrete structure, with parapet walls. They include:

Kebo Brook bridge (1936-38) BPR
Little Hunters Beach Brook road bridge (1938) BPR
Fish House bridge (1938)
Dane farm bridge (1939)
Sieur de Monts Spring bridge (1940) Arthur McFarland
Eagle Lake road bridge (1940, 1952) BPR
Duck Brook bridge on Paradise Hill road (1952-53)
Blackwoods bridge (1956)
Hunters Beach Brook bridge (1956)

The largest of Acadia's stone bridges is the three-arched Duck Brook Bridge, which carries Paradise Hill Road over the Duck Brook ravine. Like other bridges in the motor road system, it is constructed of reinforced concrete faced with random coursed granite and clad at the spandrels and parapets with radiating voussoirs. Rockefeller had actively pursued this section of the motor road as early as 1934. By 1940, construction had begun by the BPR. However, limitations delayed construction of the three bridges on Paradise Hill Road until after WWII, when they were finally built following the distinctive rustic vocabulary of the 1930s.
Using a combination of federal appropriations through NPS and funding from Rockefeller, the 26.2-mile motor road system was completed in 1958. While the overall concept of a motor road system at Acadia may be attributed to Rockefeller, execution was dependent on a unique collaboration that included Rockefeller's own engineers and contractors, Olmsted Brothers landscape architects, Bureau of Public Roads engineers, and NPS landscape architects. Although constructed in segments and over a 30-year period, the motor road system clearly illustrates the principles of NPS Rustic Design.

Implementation of Park Master Plans

The vast majority of NPS design executed during the New Deal period was constructed as planned at Acadia National Park. This included construction of the BPR sections of the motor road, campgrounds, picnic areas, many restrooms, CCC trails, small interpretive buildings such as those

at Thunder Hole and Sieur de Monts Spring, recreation areas, and development of Schoodic Peninsula. At Blackwoods Campground, the extant entrance road, camp court, and Loop A campsites and restrooms were constructed according to NPS Rustic Design standards along with a rustic entrance building and ranger station, which no longer stand. Seawall Campground, designed as part of the sub-marginal lands program, is one of the most intact elements of the Acadia plan. The Lakewood beach developed area was also constructed. Today, the entrance road, parking circle, and beach remain, but the rustic bathhouse has been lost. At Sieur de Monts Spring, the proposed rustic structures and circulation system were constructed. The general landscape design originally created by George Dorr and the Abby Museum remain, although the area was reconfigured by the NPS and CCC and suffered fire damage in 1947. The three distinctive picnic areas, designed as a group in 1937, were also implemented. Of the three, Pretty Marsh retains the highest number of rustic features.

Perhaps the only substantial and unrealized component of the park's master plans is development of a designed administration complex in Bar Harbor, augmenting the original park headquarters building originally located on Main Street.[203] This element of the master plan, as was typical of NPS plans, would have created a consistent design expression for all elements of the park. At the same time, the two master plans envisioned dispersed visitor information at smaller ranger stations or museums throughout the park, such as Thunder Hole, Sieur de Monts, and Cadillac summit rather than a monumental visitor center. It was probably inconceivable in 1940 that visitation to the park would quickly exceed a million visitors of year. What is clear, is that the majority of the recommendations in the 1927 and 1941 master plans were carried out and that the quality of design and workmanship of facilities at Acadia is consistent with the objectives of the NPS Rustic Design guidelines.

Vestiges of Park Rustic Design after 1942

With the advent of World War II, park development in the National Park Service became subordinate in order to support the war effort and civil defense. CCC camps were dismantled in 1942, removing the labor necessary to complete park projects. In the post-World War II years, facilities at Acadia and other national parks exhibited the effects of years of neglect and increased use by the public. A few park projects that had been designed prior to 1942 were constructed later according to NPS Rustic Design standards, such as a comfort station at Blackwoods campground and the museum/ranger station at Sieur de Monts Spring. Work continued to complete the motor road system including the Paradise Hill Road and Bridges, completed by 1950, and the last remaining segment near Schooner Head Road (BPR project 4A2), constructed by 1958.

[203] The headquarters building is now located on the College of the Atlantic campus.

F. Associated Property Types and Registration Requirements

Introduction

Three contexts have been developed in this document, which provide a framework to evaluate historic resources at Acadia National Park. They are Community Development and the Origins of Acadia National Park (1890-1937), John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958), and Rustic Design, including two sub-themes, The Picturesque Style (1890-1950) and The Rustic Design of the National Park Service (1916-1958). The periods of significance for each of these contexts is tied directly to physical resources at Acadia.

Historic properties associated with the first context include those that were created or are associated with efforts of the village improvement associations and societies (VIA/VIS), the Hancock County Trustees of Public Reservations, George B. Dorr, and others. This includes most importantly, the development of an extensive hiking trail system by the VIA/VIS groups beginning in 1890 that provided the foundation for the acquisition of park land. Properties associated with this context are significant in the areas of community planning and development, and conservation under National Register Criterion A (event). Additional park development, particularly by George B. Dorr and other community groups, has greatly contributed to the evolution of the park's historic resources and may also be significant under the Community Development context. The associated properties are hiking trails and developed areas.

Historic properties associated with John D. Rockefeller, Jr. include those he personally financed, constructed, or for which he provided design review, approval or consultations. This began with the construction of the extensive carriage road system in 1913, continuing with work on the park's motor road system through 1958. Rockefeller is also associated with work to relocate the Otter Cliffs Naval Radio Station to Schoodic Peninsula and the resulting development of park land there. Properties associated with this context are significant in the areas of conservation, recreation and philanthropy (other) under National Register Criterion B (person). The associated property types are carriage roads and motor roads.

Properties representative of Rustic Design may be evocative of either the Picturesque or NPS Rustic Design styles. Resources constructed prior to the establishment of the park in 1916, designed and constructed in a rustic style not associated with the New Deal programs, or which are associated with the work of the Olmsted firms, are considered eligible under the Picturesque Style sub-theme. This includes the hiking trails, carriage roads, motor roads and developed areas. Properties associated with the Rustic Design of the National Park Service include the constructed work of the NPS, the Bureau of Public Roads (BPR), and the Civilian Conservation Corps (CCC) and similar New Deal programs evident in the hiking trails, motor roads, picnic areas, campgrounds,

and developed areas. These historic properties are significant under Criteria A (event) and C (design) in the areas of architecture, conservation, engineering, landscape architecture, recreation, and transportation. Not all properties are associated with every area of significance.

The historic resources of Acadia National Park associated with the contexts contained in this multiple property listing have been organized in three property types. They include (1) circulation systems (hiking trails, carriage roads, and motor roads), (2) visitor facilities and developed areas (campgrounds, picnic areas, developed areas), and (3) administrative and support structures. Many of these historic properties and sub-property types contain multiple resources such as sites, structures, buildings, or objects.

Most of the resources eligible under this multiple property listing are associated with more than one historic context. Therefore, to avoid redundancy, section F is arranged by property type rather than by context, and begins with a description of the historic property followed by a statement of significance and registration requirements. While this approach differs from similar multiple property documentation forms for other national parks, it is essential to present a clear description and registration requirements for individual historic properties at Acadia that may be significant under more than one context.

Historic archeological resources within the park associated with the contexts in this multiple property listing such as the remains of roads, buildings and structures, should be evaluated for eligibility to the National Register using Bulletins 30 and 36. As is the case with other resources, archeological remains must meet the appropriate standards of integrity and other registration requirements.

Park resources associated with Mission 66 are not addressed in this multiple property listing. The registration requirements provided by Sarah Allaback in *Mission 66 Visitor Centers, The History of a Building Type* should be applied where applicable. As contexts are developed for NPS landscape design associated with Mission 66, they should also be applied to the resources at Acadia.

The following tables summarize the property types and their associated contexts, National Register Criteria, and areas of significance. Information in this table has been generalized for the park as a whole and may vary for individual nominations.

1. CONTEXT: Community Development and the Origins of Acadia National Park, 1890-1937

Property Types	Circulation Systems			Visitor Facilities & Developed Areas			Park Admin/ Sup-port
	Hiking Trails	Carriage Roads	Motor Roads	Camp-grounds	Picnic Areas	Developed Areas	Admin & Support Properties
National Register Criteria							
A Event	v					v	
B Person[206]						v	
C Design and Engineering							
D Archeology							
Areas of Significance							
Community Development	v					v	
Conservation	v					v	
Recreation	v					v	

2. CONTEXT: John D. Rockefeller, Jr. and the Development of the National Park System, 1913-1958

Property Types	Circulation Systems			Visitor Facilities & Developed Areas			Park Admin/ Sup-port
	Hiking Trails	Carriage Roads	Motor Roads	Camp-grounds	Picnic Areas	Developed Areas	Admin & Support Properties
National Register Criteria							
A Event							
B Person		v	v				
C Design and Engineering							
D Archeology							
Areas of Significance							
Conservation		v	v				
Recreation		v	v				
Other (Philanthropy)		v	v				

3. CONTEXT: Rustic Design, 1890-1958

a. Subtheme: The Picturesque Style, 1890-1950

b. Subtheme: The Rustic Design of the National Park Service, 1916-1958

Property Types	Circulation Systems			Visitor Facilities & Developed Areas			Park Admin/ Sup-port
	Hiking Trails	Carriage Roads	Motor Roads	Camp-grounds	Picnic Areas	Developed Areas	Admin. & Support Properties
National Register Criteria							
A Event	v	v	v	v	v	v	v
B Person							
C Design and Engineering	v	v	v	v	v	v	v
D Archeology							
Areas of Significance							
Architecture		v	v	v	v	v	v
Conservation	v	v	v	v	v	v	v
Engineering		v	v				
Landscape Architecture	v	v	v	v	v	v	v
Recreation	v	v	v	v	v	v	
Transportation		v	v				

Property Types

I. CIRCULATION SYSTEMS

Historic circulation systems at Acadia National Park provide a route of access through the diverse topography for scenic, recreational, or functional purposes. Separate systems were designed for specific modes of travel–especially walking, horse-drawn carriages, and automobiles. Acadia's circulation system consists of three major categories, or sub-property types, including hiking trails, carriage roads, and motor roads. Each type of circulation system contains an association of contributing resources or character-defining features such as drainage features, walls, bridges, coping, built features such as bridges and engineering structures, and commemorative plaques. Although constructed at different periods, the circulation systems have a number of design elements in common. With the exception of the truck and fire protection roads (contained within the hiking trail system), all were specifically constructed to allow access to scenic vistas while also serving to

protect them. The hiking trails, carriage roads, and motor roads blend in with the natural surroundings, as they were constructed of natural materials to conform to the existing topography. These systems exhibit a careful selection and placement of routes to provide dramatic vistas with minimal impact on the landscape. Related structures and engineering features including walls, bridges, benches, steps, coping stones, and drainage features, were constructed of local or natural materials to enhance the overall harmonious effect. The carriage road system also contains two important gatehouse complexes.

A. Hiking Trails

1. Description

There are three types of trails at Acadia: hiking trails improved and constructed by the village improvement associations and societies, CCC hiking trails, and CCC truck and fire protection trails. Many of these trails have associated bridges, engineering features, and commemorative markers.

VIA/VIS Trails

Members of the village improvement associations and societies thoughtfully constructed or improved trails on Mount Desert Island beginning in 1890, to provide recreational access from the villages to scenic vistas such as lakes, woodlands, and shoreline. These trails exhibit superior craftsmanship in the use of iron for climbing rungs and bridges, and local stone for steps, retaining walls, bridges and archways. Some also have wooden signage or granite slabs with carved lettering to mark trailheads or significant natural features. VIA/VIS members endowed several paths in the early twentieth century. These paths have bronze-cast, engraved memorial plaques mounted in a large boulder or cliff. Other paths have plaques commemorating individuals who played a crucial role in the design and construction of the path system. Ninety-six trails (totaling 115 miles) within park boundaries are currently marked and maintained by park staff. An additional 110 miles of trails are located within the park, but are not marked or maintained. Twenty-eight trails cross park boundaries; of these, six are marked.

CCC Trails

The Civilian Conservation Corps improved existing hiking trails and constructed new trails in conjunction with road projects beginning in 1933, adding an additional eighteen miles of trails within the park. These trails used selected routes to link scenic overlooks with visitor use areas. They also reflect a high quality of workmanship, and were built to the exacting specifications of NPS landscape architects and engineers using uniform construction standards. Distinguishing features of these trails include refined, graded surface treatment, highly crafted local stonework for steps, bridge abutments and retaining walls, and extensive drainage ditches and closed culverts. Both the VIA/VIS trail builders and the CCC used native plant material to frame views and screen recent construction. NPS trail designers, cognizant of the importance of drainage, also reconstructed

several existing trails to improve drainage features and the durability of the walking surface. In addition to trails on Mount Desert Island, several hiking trails were also constructed on Schoodic Peninsula.

Truck and Fire Protection Trails

Truck and fire protection trails were built by the CCC between 1933 and 1942 primarily as fire access roads to remote areas of the park. As a rule, these trails were built for utilitarian rather than aesthetic purposes, and are not as highly crafted as the hiking trails. However, some were previously part of the village improvement path system, or were constructed to form walking loops in the hiking trail system. Typically, these truck trails were 10 to 15 feet wide with a graded surface topped with gravel. Where appropriate, shoulders were covered with loam and seeded.

Bridges

Bridges are contributing resources to the historic hiking trails. Those constructed on the VIA/VIS trails were typically of rough cut cedar log and cut lumber construction. The trails crossed shallow water bodies and streams with carefully spaced large stepping stones. Bridges constructed by the CCC were generally 4 to 6 feet wide, mainly of cedar log construction built on local rough cut granite boulder foundations. Timbers were placed on dry-laid granite, and then covered with gravel. However, several have concrete substructures clad in granite, or concrete decks supported by steel stringers.

Engineering Features

Engineering features on both the village improvement and CCC trails include steps, retaining walls, rock paving, stepping stones, rungs, closed culverts and rock-lined ditches, and other features that provide practical solutions to diverting water or providing access in difficult topography. As is the case with bridges, these engineering features are integral to the character of the resource, and as such, should be considered as character-defining features of the trail segments.

2. Significance

The VIA/VIS hiking trails are associated with both the Community Development and the Rustic Design contexts. The majority of these trails were constructed by the village improvement groups on Mount Desert Island between 1890 and 1937. Others are old cart roads and carry paths that predate the VIA/VIS era, but were subsequently maintained and improved by these groups as part of the hiking path system. The areas of significance include community development, conservation, recreation, and landscape architecture.

These trails are significant at the local level and qualify for listing in the National Register under both Criteria A and C. With regard to Criterion A, the VIA/VIS trails are noteworthy examples of landscape enhancements completed by village improvement groups in New England in the late nineteenth and

early twentieth centuries. This movement to improve the appearance of villages was inspired by noted horticulturist Andrew Jackson Downing, and paralleled the city parks movement. Although other groups maintained an occasional path or trail linking a scenic area to a village, those on Mount Desert Island were managed as an island-wide system. This system is also significant as it provided an impetus for creating the first organized land conservation group on the island–the Hancock County Trustees for Public Reservations. The VIA/VIS trails are also reflective of the Picturesque Style, and as such, are eligible under Criterion C. Rooted in the English landscape design tradition, this informal and naturalistic approach to design evolved into a uniquely American style through the work of Downing, Olmsted, and others. Many of the features now common to the hiking trail system as a whole, including stone staircases, stepping stones, and flat paving, were initially achieved on the VIA/VIS hiking trails.

The CCC hiking trails and those cut for truck and fire protection, also significant at the local level, are associated with the Rustic Design context, and are illustrative of the design standards developed by the NPS from 1916 to1942. Constructed between 1933 and 1942, these trails qualify for listing under Criteria A and C. The areas of significance include conservation, landscape architecture, and recreation. The CCC hiking trails exhibit rustic features similar to the VIA/VIS system, but with a higher level of overall consistency related to construction methods, materials and details. For example, CCC trails tend to be wider and contain more durable drainage features than those constructed earlier by the VIA/VIS. In addition, CCC trails were constructed completely within park boundaries in conjunction with visitor facilities, rather than as connectors to nearby villages.

3. Registration requirements

In order for a trail to qualify for listing in the National Register of Historic Places, it must have been constructed or improved by the VIA/VIS groups or the CCC between 1890 and 1942 and meet the standards of integrity as outlined below. This multiple property documentation form addresses resources solely within the boundaries of Acadia National Park. In the future, trail fragments or segments that continue outside the park boundary may be eligible if they retain their historic route alignment and are representative or illustrative of this interconnecting system.

Both the VIA/VIS trails and the hiking trails constructed by the CCC should illustrate the historic objective to provide access to scenic vistas on the island. A trail should maintain its historic alignment, including the trailhead location and destination. Rerouting, excessive widening, or removal of engineering features that destroy the rustic character of a trail will render the resource ineligible. These requirements are necessary to retain integrity of location and design. The relationship between the hiking trail and natural topography, as well as significant built features integral to the historic design concept should also be in evidence. This includes important views, vistas, and noteworthy natural features, and to some extent, associated buildings, structures, and objects. Taken together, these considerations retain integrity of both setting and association.

Integrity of materials and workmanship, particularly with respect to the village improvement trails, should be considered, but are of less importance than the other qualities of integrity. The early VIA/VIS trails tend to be narrower and less durable than those constructed or improved later, using abundant CCC labor. In addition, many of the village improvement trail furnishings were constructed of perishable materials, resulting in gradual loss of original historic fabric over time. However, the loss of such features may not automatically render the trail ineligible, if its basic rustic character has not been compromised.

B. Carriage Road System

1. Description

John D. Rockefeller, Jr. built the carriage roads at Acadia between 1913 and 1940 utilizing the expertise of several noteworthy architects, landscape designers, and engineers. Forty-four of the 57 total miles making up the system are within the boundary of the park. The carriage road system, which also includes 17 bridges and two impressive gatehouse complexes, was listed on the National Register in 1979. Like the hiking trail system, the carriage roads provided access to the scenic vistas of the island while also serving to protect them.

Rockefeller's painstaking attention to detail resulted in carriage roads that were consistently excellent in design and craftsmanship. The architects and engineers responsible for designing the carriage roads, bridges, and gatehouses employed state of the art road construction technology. As a result, the gentle curvature and grades of the roads followed the existing natural topography. Well-constructed engineering elements including coping stones, retaining walls, and drainage features, were unobtrusively placed to channel traffic flow and prevent erosion. Native plants were used to camouflage road cuts and frame vistas.

Road segments

The roads themselves were engineered and constructed to Rockefeller's exacting specifications and minute attention to detail. As with the other circulation systems, these roads were designed to follow the existing contours of the land. The carriage roads are generally 16' wide with a gently sloping and curved alignment, utilizing locally available materials such as granite to blend into the landscape. The road profile consists of a six-inch base of larger stones topped by four inches of smaller stones with a finished surface of two inches of gravel and a clay binding material.

Gatehouses

Two gatehouse complexes (now used as NPS housing) were designed by Grosvenor Atterbury for John D. Rockefeller, Jr., and are listed in the National Register as part of the carriage road system. Constructed in the French Norman Revival style, they include Brown Mountain and Jordan Pond

(both completed 1932). The Jordan Pond complex consists of a carriage house, gatekeeper's house, and east and west gates. Brown Mountain contains a lodge, carriage house, and gatehouse.

Bridges

Sixteen stone masonry bridges are described in the 1979 National Register nomination for the carriage roads. One of these, Cobblestone Bridge, is presently outside the park boundary. John D. Rockefeller, Jr. directed the construction of all of the bridges in the carriage road system, with the exception of the Triad-Day Mountain Bridge, built by the NPS as part of the Triad-Day Mountain Pass Loop Road project. These bridges are single or triple-arched, with arch stones set on end and a keystone at the top, with barrel or modified Gothic arches. All of the parapets are low, allowing for unobstructed views of the scenery.

In addition, nine smaller bridges (the Jordan Stream Little Bridges, Seven Sisters Little Bridges, and the Eagle Lake Little Bridges) constructed by Rockefeller were not described in the original nomination, but are likely contributing resources. These little bridges have granite abutments supporting steel stringers and plank decking.

Engineering Features

Rockefeller's carriage roads also have a fine collection of rustic engineering features, including coping stones for guardrails, known as "Rockefeller's teeth," retaining walls, and drainage features. Like other aspects of the road system, these features are constructed of natural materials in such a way as to blend in with the landscape, and are character-defining features of the carriage road system.

2. Significance

The period of significance begins in 1913 with the construction of the first carriage roads, ending in 1940 with the construction of the last bridge of the system. The areas of significance include architecture, conservation, engineering, landscape architecture, recreation, transportation and philanthropy (other). The 1979 National Register nomination for the carriage paths, bridges, and gatehouses of Acadia listed this property as locally significant. However, the carriage roads are nationally significant because of the exceptional quality of design, craftsmanship, and construction; the high level of integrity of the system; and the importance of the carriage roads in relation to Rockefeller's contributions to the National Park System.

The carriage roads are perhaps the most important reflection of John D. Rockefeller, Jr.'s interest in Acadia National Park, and as such, are eligible for the National Register of Historic Places under Criterion B. The gatehouse complexes in particular are significant because they are the products of Atterbury's efforts to create an architectural style suitable to Acadia under the direction of Rockefeller. Elements of this French Norman Revival style, particularly the hip roof, are repeated

elsewhere in the park's architecture, including later work by the National Park Service. The carriage roads are also significant because they represent Rockefeller's earliest tangible philanthropic involvement with the NPS.

The carriage roads are also associated with the Rustic Design context, and are eligible under Criteria A and C. They are reflective of the Picturesque Style as interpreted by Atterbury, Farrand, and other notable architects, engineers, and landscape designers. The system is also significant because its principal design attributes--sinuous curves, use of natural materials, and artful presentation of scenic vistas--strongly influenced the design of the motor road system. The Triad-Day Mountain Bridge is significant under the Rustic Design context, under the sub-context Rustic Design in the National Park Service.

3. Registration Requirements

The carriage road should retain sufficient integrity of design and location, in this case, its original route and alignment (vertical and horizontal). Alterations should not substantially diminish the Picturesque Design expression or historic alignment of the road. As is the case with the other circulation systems at Acadia, overall integrity of setting is important. Scenic vistas and associated natural features should be principally intact. However, the loss of minor features, such as roadside vegetation, does not necessarily render a resource ineligible. Integrity of materials and workmanship, including coping stone assemblages, stone bridges, or stone retaining walls, all signatures of Rockefeller's involvement in the design of the carriage road system, should also be present. A property must also retain principal small-scale engineering features such as rubble waterways, culverts, inlets, outlets, etc.

C. Motor Roads

1. Description

John D. Rockefeller, Jr. initially provided the vision for the 26.2-mile motor road system and funded the construction of the first segment in 1927. Utilizing the expertise of noted designers including Frederick Law Olmsted, Jr., Rockefeller incorporated principal design elements of the carriage roads in his plan for the motor roads, such as minimal impact on the landscape and utilizing the natural contours of the land. Beginning in 1932 with the Cadillac Mountain Road, the remaining segments were completed by 1958 in collaboration with the Bureau of Public Roads and the National Park Service. The latter segments were completed utilizing the NPS Rustic Design standards, which were both similar and complementary to those employed by Rockefeller.

Road Segments

The road tangents are eighteen to twenty feet wide, with extra width added to the curves. The roadbed is surfaced with bituminous concrete, at a gradient of no greater than seven percent. The

shoulders are covered with grasses or native vegetation. As with the carriage roads, elements of the motor road system retain a number of other unifying design attributes, including dry-laid stone retaining walls, hand-placed stone embankments, and coping stones for guardrails.

Bridges

A number of bridges were constructed on the motor road system to eliminate "at grade" intersections with state and county roads, as well as the park's carriage road system. The Olmsted Brothers designed the six bridges along Stanley Brook Road for Rockefeller, and the Olmsted firm provided the preliminary design for the Otter Cove Causeway and bridge. The NPS designed five motor road bridges with approval by Rockefeller, often with assistance from the Olmsted Brothers. They include bridges at Kebo Brook, over Routes 3 and 233, and on Paradise Hill Road. In keeping with the picturesque character of most of the carriage road bridges, the motor road bridges were similarly constructed of concrete and faced with rough-cut granite.

Engineering Features

Engineering features consist of retaining walls, guardrails and coping stones, curbs, trails, grade separations, medians and drainage systems. Drainage features include waterways, culverts and drains, gutters, revetments, and head walls. These were designed and constructed through the collaboration of Rockefeller, the Olmsted Brothers, the NPS, and the Bureau of Public Roads. The Otter Cliff grade separation was ingeniously designed to provide unobstructed views for both directions of automobile traffic as well as pedestrians. The road system designed by the Olmsted Brothers also includes a number of pull-offs and overlooks executed by the BPR. In general, these features were constructed of local materials and were designed to harmonize with the existing landscape, following the sinuous layout of the road.

2. Significance

The motor roads are associated with the Rustic Design (both the Picturesque Style and NPS Rustic Design sub-themes) and Rockefeller contexts. Areas of significance include conservation, recreation, transportation, architecture, landscape architecture, and engineering. The motor roads are significant at the national level, and eligible for the National Register under National Register Criteria A, B, and C. Under Criterion A, the motor roads are illustrative of the NPS system-wide goal of providing public access while seeking to conserve the natural beauty of the parks. Under Criterion B, this resource is also significant as an example of Rockefeller's interest in the construction and beautification of roads in the national parks, his collaborative efforts with the NPS, and his philanthropic contributions. Under Criterion C, the motor roads are excellent examples of Rustic Design, a harmonious combination of the Picturesque Style and the Rustic Design standards developed by the NPS. The motor road system is also distinctive in its relationship with both the natural topography and the other circulation systems. At Acadia, the motor roads are woven into the existing network of hiking trails and carriage roads, creating distinctly separate circulation systems.

The idea of separate circulation systems was patterned after Frederick Law Olmsted, Sr.'s work at Central Park. In places where motor roads, carriage roads or hiking trails cross one another, elaborate grade separations or bridges provide additional aesthetic interest.

While much of the motor road system was constructed by 1942, a few segments and features remained incomplete, because of issues related to land acquisition and the halt of park construction during WWII. Work continued on Paradise Hill Road, including the Duck Brook Bridge until 1952, and BPR project 4A2 was finally completed in 1958. While these resources were constructed less than 50 years ago, they still contribute to the overall significance of the motor road system and should be evaluated as integral components of the network. In this case, it is not necessary that Criteria Consideration G be applied.

In addition to the motor road system on Mount Desert Island, the National Park Service through its collaboration with the Bureau of Public Roads and John D. Rockefeller, Jr. also constructed an extensive motor road on Schoodic Peninsula between 1932-34 that contains some of the most well-preserved rustic features in the park including coping stones, causeways, drainage features, and scenic pull-offs.

3. Registration requirements

As with other properties in Acadia's circulation system, a motor road must retain sufficient integrity in its design, setting, and location. Alterations should not substantially diminish the historic alignment (vertical and horizontal), and cross-section of the road. Major vistas and natural features associated with the property should be largely intact. Integrity of workmanship and materials is also important. Specifically, these resources should retain their original coping stone assemblages, stone bridges and stone retaining walls. In addition to bridges, large-scale engineering features associated with the road's function and character (structures, causeways, overlooks, walks and trails, retaining walls etc.) should be intact. Principal small-scale engineering features such as rubble waterways, culverts, inlets, outlets, are also considered character-defining features of the system.

II. VISITOR FACILITIES and DEVELOPED AREAS

Included in this property type are campgrounds, picnic areas, developed areas, and other Civilian Conservation Corps buildings, structures or sites. The majority of features in these areas were constructed between 1933 and 1950 according to NPS Rustic Design standards. Development of the campgrounds, picnic areas, and developed areas was made possible by programs and agencies established as part of the New Deal, including the CCC, which provided the labor for these park projects. However, a few scattered buildings and developed areas such as Sieur de Monts Spring actually pre-date the park. The Hulls Cove Visitor Center, constructed in 1966, is not eligible under this multiple property listing.

Although each sub-property type discussed below has specific registration requirements, in general, properties eligible under Criterion C should reflect the principles of Rustic Design practiced by the NPS between 1916 and 1958, or be reflective of the Picturesque Style as practiced by architects and designers between 1890 and 1958 as described in section E. These design principles include: protection and preservation of natural scenery; presentation of scenic overlooks and vistas; avoidance of right angles and straight lines in the design of roads, trails, or landscape structures; natural materials including native plants, wood, and local granite; and use of rustic construction techniques and methods.[207]

A number of design styles are evident in the architectural resources of Acadia, particularly buildings and structures that predate the NPS Rustic Style and the New Deal. Grosvenor Atterbury advocated the French Norman Revival style for the carriage road gatehouses. This is more aptly categorized as a revival style although it does evoke a picturesque appearance when viewed in its setting. The gatehouses and their associated structures are also constructed of natural materials to help them fit harmoniously with the Acadia landscape. Furthermore, the distinctive hip roof of the carriage road gatehouses was translated by NPS architects and thus became an important characteristic of the Acadia Rustic Style and was used throughout the park.

Buildings constructed by the NPS for visitor use during the Rustic Design period are typically simple rectangular wood buildings with gable or hip roofs on granite ashlar or concrete slab foundations. In addition, many outbuildings, objects and small-scale features such as signs, gates, water fountains, fireplaces, and monuments are located throughout these areas. In all cases, such features should be identified and evaluated as contributing or noncontributing resources in individual nominations. A developed area, campground, or picnic area with missing or altered buildings, structures, or landscape features may still be eligible for listing in the National Register if the remaining historic features clearly communicate both the historic design intent, use, and Rustic Design vocabulary.

A. Campgrounds

1. Description

Acadia has two public campgrounds, one at Blackwoods and a second at Seawall, originally developed through the Emergency Conservation Work (ECW) programs and constructed by the CCC. Seawall campground is located on the western side of the island off Route 102A. It consists of four loops of campsites and a group camping area with a paved entrance road, restrooms (historic and contemporary), and a rustic check-in station. Three of the loops were constructed between 1937 and 1940, the last in 1966. There are also several newer buildings, including an amphitheater, maintenance buildings, and a maintenance pumphouse.

[207] These criteria are adapted from the multiple property listing "Historic Park Landscapes in National and State Parks" by Linda McClelland.

Construction at Blackwoods campground, located west of Otter Cove on the eastern side of Mount Desert Island, began in 1936. This campground consists of two campsite loops; the first was built in 1946 and the second completed in 1966 and funded by the Mission 66 program. The loops are organized around a central camp court with an entrance road and historic and modern restrooms. Blackwoods also contains a newer amphitheater, transformer building, and check in station. Bear Brook, the park's first campground, was later converted to a picnic area, and is discussed in that property type.

2. Significance

The campgrounds are associated with the NPS Rustic Design context, and are eligible for the National Register of Historic Places under both Criteria A and C. The areas of significance include architecture, conservation, landscape architecture, and recreation. Under Criterion A, the campgrounds are associated with the New Deal programs that provided an infusion of federal funding to develop visitor facilities at Acadia and elsewhere. This resulted in the abundance of CCC labor necessary to construct the campgrounds and other park amenities according to the rustic standards developed by the NPS. It was not until the implementation of the New Deal programs in the 1930s that plans for campgrounds were systematically executed. Both Seawall and Blackwoods were developed as Recreational Demonstration Projects (RDPs) under the sub-marginal lands program, and reflect the significant impact these New Deal programs had on the park's landscape.

Acadia's campgrounds are illustrative of the NPS dual objective to optimize the "wilderness" experience, and at the same time, to provide basic amenities for visitors. They are locally significant as examples of NPS Rustic Design constructed during the New Deal. The Meinecke approach of directing foot and automobile traffic into discrete areas to minimize soil compaction was an important step forward in the design of campgrounds and other areas subject to heavy visitor use. Meinecke's ideas were very compatible with the Rustic Design standards already developed and implemented by the NPS, and this cohesion is reflected in the design of the campgrounds.

Blackwoods and Seawall campgrounds each constitute an implemented historic landscape design, with access road, camp loop, and individual campsites with associated rustic features such as fire pits. Each has associated rustic buildings. At Seawall this includes the ranger residence (1941), check-in station (1939), pumphouse (1938), and four rustic comfort stations. The ranger residence, constructed in 1941 by the CCC, is one of the few remaining early NPS residences at Acadia. Blackwoods contains the original entrance road and historic campsite loop A with associated steel fireplaces. Five historic comfort stations remain although the original ranger/check-in station burned in 1978. Both campgrounds have later additions including an amphitheater and campsite loop constructed during Mission 66.

3. Registration Requirements

The Acadia National Park campgrounds at Blackwoods and Seawall are associated with the NPS Rustic Design context. As such, they are eligible under both Criteria A and C, and therefore must meet the standard of integrity necessary to convey their historic design. The campground should retain sufficient integrity of setting and design to communicate its historic use, including its principal circulation system and site organization. To be eligible under both Criteria A and C, the campground should retain the majority of built features designed and constructed during the height of the New Deal programs between 1933 and 1942. Historic buildings should be in their original locations, and maintain their historic relationships with associated structures and objects. Integrity of materials and workmanship are also important; buildings should be clearly identifiable as NPS or CCC rustic structures, with little or no alteration to historic façades. Sufficient small-scale structures such as water fountains, fireplaces, etc. should also be present to communicate the historic design vocabulary. Associated landscape features and principal vistas should also be intact. While some loss of historic features, materials or spaces can be expected along with new additions, sufficient remaining historic resources must be present to illustrate the historic design. Later additions may be eligible if they clearly meet the design objectives and vocabulary established by the NPS between 1916 and 1942. At Blackwoods campground, the CCC era work, entrance road, camp court, and loop A, were largely constructed by 1942. The last CCC-designed restroom was not constructed until 1948, although it still exhibits Rustic Design principles found elsewhere in the first phase of campground development. Later additions associated with Mission 66 are likely non-contributing. Finally, continuity of historic use as a park campground should be considered, as it may be essential to the retention and integrity of physical features representative of the NPS Rustic Design style.

B. Picnic Areas

1. Description

Acadia has a number of picnic areas that are potentially eligible for listing in the National Register, although several have undergone substantial alterations. All are situated to take advantage of a scenic location–usually with access to a mountaintop or shoreline. The CCC constructed three picnic areas in 1937 as Recreational Demonstration Projects (RDPs) of the Federal Emergency Relief Administration (ERA). Pretty Marsh picnic area, the most developed and intact of the three 1937 picnic areas, still retains two rustic picnic shelters of the four originally constructed. The Pretty Marsh shelters are open rectangular timber structures with shingled hip roofs and half-round timber benches. The area also contains a bathing beach. Pine Hill and Oak Hill picnic areas were also constructed in 1937. Pine Hill is located northeast of Seal Cove Pond, and Oak Hill is located southeast of Seal Cove Pond on Bald Mountain. Both picnic areas consist of a gravel access loop road, picnic sites, remnants of CCC-built overlook shelters, and fireplaces.

Further research is needed to evaluate picnic areas at Seawall, Thompson Island, and Frazer Point. Bear Brook, formerly a campground, was converted to a picnic area in the late 1950s and early

1960s. Fabbri picnic area at Otter Cliffs was constructed in the 1980s, and thus is ineligible for the National Register.

2. Significance

The picnic areas are associated with the NPS Rustic Design context, and may be eligible for the National Register under both Criteria A and C. The areas of significance for this sub-property type include conservation, recreation, architecture, and landscape architecture. Under Criterion A, these areas may be locally significant because they reflect the impact of the New Deal programs, particularly the Recreational Demonstration Program, on the development of the park's visitor facilities. The influx of federal funding, combined with the abundance of CCC labor, was crucial to the development of visitor facilities at Acadia. Like the campgrounds, the picnic areas reflect the significant impact these New Deal programs had on the park's landscape. Under Criterion C, the picnic areas are locally significant because they reflect NPS Rustic Design standards. In particular, the two rustic picnic shelters at Pretty Marsh are excellent examples of this rustic style. Oak Hill, Pine Hill, and Pretty Marsh picnic areas were all designed together and may be eligible as a discontiguous district.

3. Registration Requirements

The picnic area should retain sufficient integrity of setting and design to convey its historic use, including the principal circulation system and site organization. To be eligible under both Criteria A and C, the picnic area should retain the majority of built features designed and constructed during the height of the New Deal programs between 1933 and 1942. Historic buildings or structures should be in their original locations, and maintain their historic relationships with associated structures and objects. Integrity of materials and workmanship are also important; buildings should be clearly identifiable as NPS or CCC rustic structures, with little or no alteration to historic façades. Sufficient small-scale structures such as water fountains, fireplaces, etc. should also be present to communicate the historic design vocabulary. Associated landscape features and principal vistas should also be intact. While some loss of historic features, materials or spaces can be expected along with new additions, sufficient remaining historic resources must be present to illustrate the historic design. Later additions may be eligible if they clearly meet the design objectives and vocabulary established by the NPS between 1916 and 1942. Continuity of historic use as a park picnic area should be considered, as it may be essential to the retention and integrity of physical features representative of the NPS Rustic Design style.

C. Developed Areas

1. Description

The National Park Service constructed developed areas in the park to provide public access to salt and freshwater beaches, summits or other destinations. Typically, they are comprised of an access

road and parking area with associated public facilities such as restrooms, bathhouse, trailheads, or scenic overlooks. Several small distinct developed areas exist throughout the park on Mt. Desert Island and Schoodic Peninsula. The majority of the developed areas are associated with the early park development and the NPS Rustic Design context. Examples of developed areas that are potentially eligible include seaside destinations such as Thunder Hole and Schoodic Point, summits at Cadillac Mountain and Schoodic Head, swimming beaches such as Lakewood, Sand Beach, and Echo Lake. Sieur de Monts is the one of the few developed areas that predates the establishment of the park.

The developed area at Thunder Hole consists of a historic ranger residence (now a gift shop), a parking lot, and trails connecting to the park loop road and shoreline. A new walkway to Thunder Hole installed in the late 1980s and a new restroom constructed in 1997 are noncontributing resources. However, the ranger residence, built in 1934, is typical of NPS Rustic Design–a rectangular building with board and batten siding. The building has a bellcast hip roof, and its historic stained exterior is still intact. The developed area at Jordan Pond has undergone significant alterations in recent years and requires further research to determine if it is eligible for listing in the National Register.

Schoodic Point, constructed around 1935, is the primary destination for visitors to the portion of Acadia National Park located on the Schoodic Peninsula. The entrance road and parking area were completed by 1935, with the restroom and pumphouse constructed by the Works Projects Administration in 1940. The entrance road is consistent in design with the Schoodic motor road with rustic features such as coping stones and granite culverts. Two tiers of parking are located at the point, separated by a rubble retaining wall of large granite boulders with stone steps connecting the parking levels. Blueberry Hill, a small developed area constructed circa 1935 east of Schoodic Point, consists of a paved entrance road and parking area with access to numerous small trails.

Two developed summits with vehicular access at Cadillac Mountain and Schoodic Head are also important destinations for visitors to Acadia National Park. Cadillac Mountain Summit is the primary summit destination, with a long history of both pre and post-NPS development. Cadillac Mountain was the terminus for the Green Mountain cog railway, a hotel, and numerous hiking trails in the late nineteenth century long before the Bureau of Public Roads constructed the motor road to the summit in 1932. The developed area consists of the access road (Cadillac Mountain Road), paved parking area, trailheads, and concession building (constructed c. 1960 to replace an earlier rustic structure.) Although a few modifications are evident in the use of cut granite for steps, signage, trail re-routing, and the new concession building, the summit retains a high level of integrity from its completion in the mid-1930s.

Schoodic Head is a more modest destination. It consists of a gravel access road (Schoodic Head road), circular turn-around, scenic vistas, and trailheads. Midway up Schoodic Head, a spur road extends to the Schoodic ranger residence (1931) and garage (1934) originally constructed with board and batten siding. Other summits such as Sargent Mountain and Champlain Mountain have a long history of use as a major destination for hikers, with stone cairns created by hikers since the mid-nineteenth century. Day Mountain Summit is accessible by carriage road. Two smaller hills at Oak Hill and Pine Hill have vehicular access and small developed areas that were developed into picnic areas in 1937.

Sieur de Monts Spring contains several buildings and objects that constitute the legacy of George Dorr's vision for Sieur de Monts, first as a picnic area and later as a nucleus of the new national park. Dorr commissioned architect Fred Savage to design a spring house canopy after he acquired the spring area in 1909 and prior to the establishment of the park. Dorr also had a building constructed known as the springhouse building, which was lost in a 1947 fire. The NPS constructed the existing Sieur de Monts Spring building in 1949. A network of paths and trails, primarily constructed between 1914 and 1916 by the village improvement societies, connect the spring to scenic vistas and points of interest nearby, including Great Meadow and the Tarn, and the summits of Dorr and Champlain Mountains. Many were constructed as endowed memorial trails and, as a result, exhibit a high quality of craftsmanship and contain many built features such as rock paving, stairs, and retaining walls. The National Park Service and the CCC also constructed buildings at Sieur de Monts Spring. Rustic buildings built in the 1940s include the existing nature center, tool shed, and restroom. The nature center building was constructed in 1949 according to NPS Rustic Design standards, replacing the earlier NPS rustic building destroyed in the 1947 Bar Harbor fire. The Abbe Museum of Stone Age Antiquities, not owned by the park, is already listed in the National Register of Historic Places. Also located at Sieur de Monts are the Wild Gardens of Acadia (not to be confused with the corporation created by George Dorr) founded in 1961 by the Bar Harbor Garden Club. These gardens are dedicated to the display and propagation of the island's native plants.

Developed recreation areas in the park provide public access to salt and freshwater beaches. Typically, these areas are comprised of a bathing beach, vehicular access, and public facilities including a bathhouse. Sand Beach, located off the Loop Road near Ocean Drive, is the largest sandy beach in the park. This area has a paved entrance road, parking area with granite steps and retaining walls, bathhouses and restroom. Echo Lake, located between Somesville and Southwest Harbor has a swimming beach and bathhouse. Remnants of a CCC-built wading pool area and diving board area are barely discernible. Lakewood comprises an access road, parking loop, and bathing beach. The historic bathhouse no longer exists. While the historic significance of the recreation areas is not yet known, the development at Lakewood does retain some features from the New Deal era.

2. Significance

The developed areas are primarily associated with the NPS Rustic Design context and are eligible for listing in the National Register under Criteria A and C. They are locally significant. The areas of significance for this sub-property type include architecture, conservation, recreation, and landscape architecture. These facilities illustrate the NPS mission to provide recreational amenities for visitors while maintaining the scenic qualities of the area. Sieur de Monts Spring, initially developed by George Dorr in 1904, contains a complex overlay of associations including work by Dorr, the VIA/VIS, and the NPS. This developed area is likely also significant under the Community Development and Picturesque Design contexts in addition to NPS Rustic Design.

Thunder Hole is significant both as a major destination and because of its historic ranger residence, which is one of the most important NPS structures remaining in the park. It is one of only two surviving WPA ranger residences (the other is at Seawall campground), and its hip roof is a signature of the Acadia rustic style.

The Sieur de Monts landscape is a blend of elements from both the Picturesque and NPS Rustic Design styles. In addition to reflecting the use of these design elements, Sieur de Monts Spring is significant because its landscape reflects early efforts to conserve and maintain a scenic area for recreation. In the early 1900s, Dorr, the Hancock County Trustees, and the village improvement societies conceived of this spot as a hub for hikers, picnickers and nature lovers. With the creation of the park, Dorr envisioned the spring area as the focal point for his Wild Gardens of Acadia, established to promote the study of the island's native plants. John D. Rockefeller, Jr. understood the aesthetic value of Sieur de Monts, Great Meadow and the Tarn. He engaged the expertise of the Olmsted design firm to ensure that development of the spring and nearby roads would not compromise the scenic qualities of the area. The connector trails in this area are among the most highly crafted in the system, and they serve to link the spring with important natural features and vistas nearby. Dorr's spring canopy reflects the popularity of Italianate architecture in Bar Harbor and other wealthy enclaves in the early 1900s. The CCC constructed buildings and features at Sieur de Monts in the 1940s following NPS Rustic Design specifications, including NPS structures constructed in 1949 after the Bar Harbor fire. The Dorr Memorial is also likely significant.

The developed area at Hulls Cove includes the existing visitor center designed in 1966 by the NPS in the Philadelphia Planning and Service Center and constructed in 1967. It served as both a visitor center and park office building from 1967 until staff relocated to McFarland Hill in the 1980s. The visitor center is not eligible under the contexts defined by this multiple property listing. A separate evaluation is necessary to determine the eligibility of the Hulls Cove Visitor Center. This evaluation should follow the registration requirements outlined in Sarah Allaback's *Mission 66 Visitor Centers*, particularly with respect to "exceptional importance" necessary to satisfy the requirements of Criteria Consideration G.

3. Registration Requirements

In order to be eligible for listing under this multiple property document, developed areas should retain sufficient integrity of setting and design to convey their historic use, including the principal circulation system and site organization. To be eligible under both Criteria A and C under the NPS Rustic Design context, the developed area should retain the majority of built features designed and constructed during the height of the New Deal programs between 1933 and 1942. Buildings or other site features constructed after 1942 that clearly follow the Rustic Design vocabulary may also be significant. Historic buildings should be in their original locations, and maintain their historic relationships with associated structures and objects. Integrity of materials and workmanship are also important; buildings should be clearly identifiable as NPS or CCC rustic structures, with little or no alteration to historic façades. Sufficient small-scale structures such as water fountains, fireplaces, etc. should also be present to communicate the historic design vocabulary. Associated landscape features and principal vistas should also be intact. Similarly, developed areas associated with Rustic Design as expressed in the Picturesque Style should be clearly visible elements associated with the work of the village improvements societies or the Olmsted Brothers. While some loss of historic features, materials or spaces can be expected along with new additions, sufficient remaining historic resources must be present to illustrate the historic design. Later additions may be eligible if they clearly meet the design objectives and vocabulary established by the NPS between 1916 and 1942 or are directly associated with the work of the village improvement societies, Hancock County Trustees, or George B. Dorr. Finally, continuity of historic use as a recreation area, summit, scenic destination, or other public developed area should be considered, as it may be essential to the retention and integrity of physical features representative of the Picturesque or NPS Rustic Design Styles.

III. PARK ADMINISTRATION and SUPPORT

A few extant historic buildings and structures associated with park administration still remain and should be evaluated for eligibility to the National Register. The existing park headquarters area on Eagle Lake Road is not historic, but is located on the site of a CCC camp. Several buildings that historically served as the park's headquarters are now located outside the park boundary. The main headquarters building, formerly located on Main Street in Bar Harbor, was moved to the College of the Atlantic and altered. There are also several pre-park residences from the Cottage Era that now function as park support buildings, but these are not associated with the historic contexts addressed in the first phase of this multiple property listing.

A. Administration and Support Properties

1. Description

As stated previously, the existing headquarters area on Eagle Lake Road is not historic, but is located on the site of CCC camp NP-1 for Company 154 on McFarland Field, which operated between 1933 and 1942. The second CCC camp at Acadia, NP-2 for Company 158 was located near Long Pond in Southwest Harbor and remained in operation between 1933 and 1941. These camps are no longer extant, but are potential archaeological resources, and should be evaluated for eligibility under Criterion D.

There are few extant CCC support buildings at Acadia, primarily because these buildings were constructed to serve temporarily as service or storage outbuildings. One notable exception is the Seal Cove Blacksmith Shop, constructed in 1936. The building is a single-story structure of granite block with a gable roof.

A number of other ancillary park structures constructed by the CCC between 1933 and 1942 exist throughout the park including water towers, pumphouses, reservoirs, dams, fire towers, and radio towers. Both Seawall and Blackwoods Campgrounds had historic water towers/pumphouses constructed by the CCC as part of the campground development, however the Seawall water tower was removed in 2004. At Schoodic Point, the CCC also constructed a pumphouse located near the restroom in 1940. It is a small wooden rectangular structure with board and batten siding and a bellcast hip roof with asphalt shingles and skylight. There is well-constructed stone masonry reservoir and dam at Mill Field built in 1942. The fire tower on Beech Mountain constructed in 1937 may have been altered or replaced in the 1950s.

Several radio transmitters were built at Acadia for defensive purposes during WWI and WWII. The radio transmitter station at Cadillac Mountain was constructed in 1942, although very little of it remains. Two transmitters were also associated with naval radio stations constructed at Seawall and Otter Cliffs (Fabbri). However, both stations were subsequently dismantled, and these transmitters are no longer extant. Archaeological remains associated with these radio stations should be evaluated under Criterion D, when an appropriate historic context is developed.

2. Significance

Historically significant park administration and support properties are all associated with the Rustic Design context, and are eligible for the National Register Criteria A and C. They are locally significant. Most were constructed under New Deal programs by the CCC to NPS Rustic Design standards. The areas of significance include conservation, engineering, landscape architecture, and architecture. The Seal Cove Blacksmith Shop is a very rare surviving example of a construction project funded by the Emergency Relief Administration (ERA). The ERA rarely constructed support

buildings; those constructed were usually for temporary housing or storage purposes. The Blacksmith Shop at Acadia is also the only surviving ERA structure in New England. It is independently eligible under Criteria A and C; the areas of significance include conservation and architecture.

Ancillary structures such as water towers, pumphouses, fire lookouts, dams and reservoirs are examples of NPS Rustic Design as it extended to the park's auxiliary structures. Although these features were constructed for strictly utilitarian purposes, they tend to blend unobtrusively into the landscape. They are also significant because they illustrate the important role played by the CCC in both the execution of NPS development plans and the shaping of the park's built environment. The Seawall pump house is significant because it is one of only two surviving pump houses constructed as a PWA project at Acadia and should be included in the National Register nomination for Seawall.

3. Registration Requirements

If the resource is part of a larger park development such as a campground, the ancillary structures should be evaluated in the context of its associated facility or developed area. When a resource exists in isolation, as in the case of the blacksmith shop, it should be evaluated as an independent historic property. The resource should retain sufficient integrity of design, materials, and workmanship to be clearly identifiable as an example of NPS Rustic Design, with little or no alteration to the historic façade or form. Integrity of location is important; buildings that have been relocated should be evaluated according to Criteria Consideration B: Moved Properties.

G. Geographical Data

The Multiple Property Documentation Form addresses properties within the bounds of Acadia National Park. The park is located in Hancock and Knox counties, Maine.

H. Summary of Identification and Evaluation Methods

The multiple property listing for Acadia National Park is based on several contextual and resource-specific studies that have been developed to date. Preparation of a park-wide National Register nomination was first recommended in the *General Management Plan* (1992). In the last twenty years, Acadia National Park has completed a number of studies that inventory and evaluate the cultural resources of the park and provided the background for this multiple property listing. They include:

- Background Study of Historic Period Resources (Rubertone et. al, 1979)
- Inventory of Historic Structures (Arbogast, 1984)
- Historic Resource Study for the Carriage Road System (Reiley and Brouse, 1989)
- Determination of Eligibility for the Motor Roads (Evans, 1993)
- List of Classified Structures (Glassman and Guthrie, 1996)
- Documentation of the Motor Road System (Foulds, 1995)
- Cultural Landscape Report for Blackwoods and Seawall Campgrounds (Foulds, 1996)
- Cultural Landscape Report for the Hiking Trail System (Coffin, 1998)
- HABS/HAER documentation of the Motor Road System (date)
- Cultural Land Use Study (Hornesby et. al., 1999)
- Cultural landscape inventories for several small developed areas including picnic areas and Sieur de Monts Spring
- Several archeological studies for the park

In addition to the special studies listed above, many of the park's historic resources are singularly listed on the National Register or are part of other thematic nominations. They include the carriage road system, light stations of Maine multiple property listing (Baker Island Light and Bear Island Light), Islesford Historical Museum, Fernald Point prehistoric site, and the Duck Harbor prehistoric site. The Maine SHPO has concurred with the NPS determination of eligibility and 1996 List of Classified Structures for several other historic resources including the motor road system, Blackwoods Campground, Seawall Campground, Sargent Drive, Seal Cove Blacksmith Shop, Mill Field Reservoir and Dam, Pretty Marsh Picnic Area, Storm Beach Cottage, and the Thunder Hole Ranger Station. For each of these resources, a formal nomination is required before they are entered into the National Register.

The multiple property approach has been chosen for Acadia because it provides the framework for nominating historic properties that are representative of shared themes, trends, and patterns of history as expressed in specific historic contexts. Several national parks in the west, including Grand Teton, Glacier, Bryce Canyon, and Yellowstone, have recently completed multiple property listings that include a wide range of resources such as those found at Acadia. Although the development of Acadia National Park is not identical to these large parks, the multiple property

listing provides a unifying approach to the layers of park resources that are clearly significant in more than one historic context.

This multiple property documentation form addresses three historic contexts that best define the majority of the park and its historic resources: Community Development and the Origins of Acadia National Park (1890 to 1937), John D. Rockefeller, Jr. and the Development of the National Park System (1913-1950), and Rustic Design (1890-1958). The latter includes two sub-themes: the Picturesque Style (1890-1950), and Rustic Design in the National Park Service (1916-1958). The historic contexts are derived from the aforementioned cultural resource studies as well as several non-park specific publications. In the future, this multiple property listing can be amended with information from the "Cultural Land Use Study" and the park "Administrative History" currently underway, to address historic contexts not included here, particularly prehistoric settlement and use, early historic settlements, the summer colony, and military developments.

The community development context describes civic efforts to both protect and provide public access to the natural topography of Mount Desert Island as the groundwork for the creation of the national park. Richard R. Cloues' Ph.D. dissertation "Where Art is Combined with Nature: Village Improvement in Nineteenth-Century New England" was crucial to the discussion of the village improvement movement. *Wilderness and the American Mind* by Roderick Nash and *Common Lands, Common People* by Richard Judd provided information on the birth of a land conservation ethic in the United States and New England. The relationship between local community development efforts and the creation of Acadia National Park is also based on primary sources, including the papers of George Buckman Dorr, annual reports from the Bar Harbor Village Improvement Association, and a 1939 report issued by the Hancock County Trustees for Public Reservations. Research conducted by Margie Coffin for the "Cultural Landscape Report for the Historic Hiking Trail System" has been integral to establishing this context.

The context on John D. Rockefeller, Jr. as a philanthropist and benefactor of the National Park Service documents his initiatives to preserve and create park resources, as well as his role in the development of Acadia's rustic style. Two multiple property documentation forms were helpful in providing information on John D. Rockefeller Jr.'s role in the park system: Culpin's multiple property listing for Yellowstone National Park, and a multiple property listing completed for Grand Teton National Park by Mehls and Mehls. Several of the aforementioned cultural resource studies for Acadia National Park were also used (Reiley and Brouse 1989; Foulds 1995; Coffin 1998). Secondary sources helpful in documenting Rockefeller's role in the parks included *Mr. Rockefeller's Roads* (1990) by Ann Rockefeller Roberts, "The Rockefellers and National Parks" (1998) by Robin Winks and Joseph Ernst's *Worthwhile Places: Correspondence of John D. Rockefeller, Jr. and Horace M. Albright* (1991). Finally, Barry McIntosh generously made available his unpublished essay on philanthropy in the National Park System, which helped to confirm the importance of the contributions made by members of the Rockefeller family.

The Rustic Design context includes two sub-themes: the Picturesque Style and NPS Rustic Design. The first sub-theme focuses on the emerging American landscape architecture profession espoused by Andrew Jackson Downing and Frederick Law Olmsted, Sr. as well as practicing architects who sought to create a romantic civilized style using natural materials. The Picturesque Style at Acadia is specifically related to the development of hiking trails, carriage roads, and motor roads, as well as some features at developed areas such as Sieur de Monts Spring. The Picturesque Style is used to describe the genre in which these resources were created distinct from the specific design work carried out by the NPS and CCC, even though both sub-themes may be applicable to a given area or property type. David Haney's article, "The Legacy of the Picturesque at Mount Desert Island: Controversies over the Development of Acadia National Park" was especially useful in framing this context. Both primary and secondary sources related to the island's architecture were consulted to trace the development of a signature Acadia style, just one example of the picturesque mode that was expressed in the architecture of Mount Desert Island. In this regard, the historic property surveys of Mount Desert Island and surrounding communities coordinated by the Maine Historic Preservation Commission were invaluable in identifying design trends prevalent during the cottage era. Secondary sources consulted included Mark Cole's "Architecture of Mt. Desert" in *Mount Desert: An Informal History*, and G.W. Helfich and Gladys O'Neil's *Lost Bar Harbor*.

The second sub-theme recapitulates the development of national standards for Rustic Design institutionalized by the National Park Service including the programs of the New Deal. Linda McClelland's *Building the National Parks, Historic Landscape Design and Construction* which was originally published as *Presenting Nature: the Historic Landscape Design of the National Park Service, 1916-1942,* provided a critical and essential in-depth analysis of Rustic Design principles developed and implemented by the National Park Service. This publication is also the outgrowth of McClelland's research for the multiple property listing "Historic Park Landscapes in National and State Parks" which contains contextual background, associated property types, registration requirements, and integrity discussion for park resources. The NPS rustic design context statement is based primarily on McClelland's work, although the period of significance for Acadia extends to 1958 to include the last rustic features constructed at Blackwoods Campground as well as the completion of the motor road system. In addition, other recent work on the early development of national parks and landscape architecture in the NPS has also contributed greatly to the contexts for Acadia National Park. Ethan Carr's *Wilderness By Design, Landscape Architecture & the National Park Service* and Richard West Sellars' *Preserving Nature in the National Parks* have also provided important source material for the rustic design contexts for Acadia. These general texts lay the groundwork for the principles of rustic design that are illustrated or described in a number of park documents including design plans for the motor roads and campgrounds as well as the park's 1927 development plan by Thomas Vint and the 1941 master plan by Ben Breeze. In addition, microfiche copies of historic plans, maps, and documents compiled by the NPS Technical

Information Center provided a more thorough understanding of the evolution of Acadia National Park.

While the context statements in this multiple property submission are presented independently, they are often difficult to isolate to clearly explain the development of many the park's resources. For example, the motor road system was a collaboration between John D. Rockefeller Jr., the Olmsted Brothers, the National Park Service, and the Bureau of Public Roads. For this reason, section E includes a concise overview of the park's history, in addition to the three historic context statements. This overview serves to both describe the physical development of the park, as well as to highlight the relationship of the relevant contexts to the park's resources.

Because many of the park's cultural resources are significant under more than one context, section F is organized first by property type, including a description, significance, and registration requirements for each resource or sub-property. The relevant contexts and National Register criteria are addressed in the significance section for each property type. Section F also presents the registration requirements of these resources by property type rather than by context, with the dual objectives of clarity and minimal repetition. This will allow future nominations to focus on distinct and entire physical resources, rather than separating parts of resources based on their associated context.

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